

JUL 22 '44 A

# ATLANTIC FISHERMAN

JULY, 1944

## THE OIL MUST GET THROUGH!

● We rarely think of the unglamorous oil tanker as a vessel likely to win fame and glory in war. Yet the Pan-Maryland, built by the Kearny Yard of the Federal Shipbuilding and Dry Dock Company, has won Navy and Maritime citations for rescuing 27 seamen from the Atlantic, and for her record in carrying oil to the United Kingdom. Her skipper was awarded the Merchant Marine Distinguished Service Medal.

Said Admiral Land to the Shipbuilders: "You have reason to be proud of these tributes to your handicraft." Said the shipbuilders to Columbian Rope: "Your Company was among those which contributed materially to the construction of the tanker Pan-Maryland. For that reason, it is the desire of U. S. Steel's Federal Shipyard to share with you the commendation received by the vessel and her builder."

That's the way to win wars: teamwork.

COLUMBIAN ROPE COMPANY  
Auburn, "The Cordage City," N. Y.



# COLUMBIAN Rope

Boston Office and Warehouse

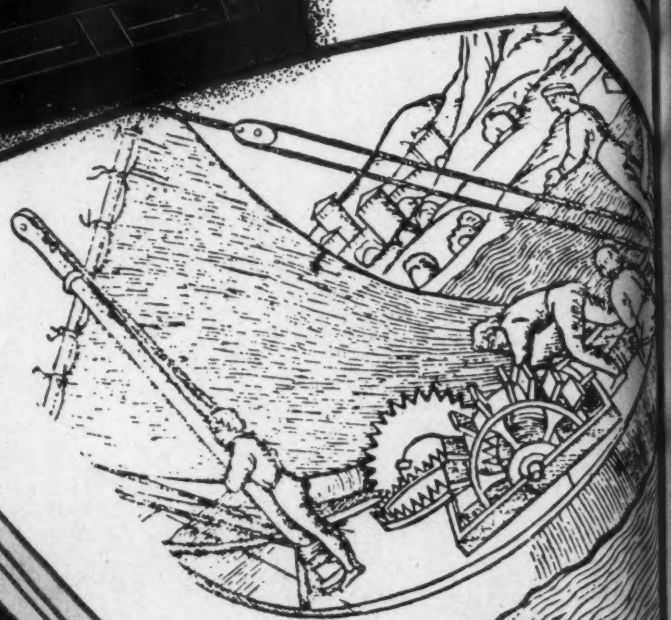
38 Commercial Wharf

**I**n the true test of performance . . .  
years of actual service in Fish boats  
— Tow boats and Work boats, BUDA  
"Low Pressure" Diesels rate high for  
flexibility — lower operating and  
maintenance costs — less down time  
— longer engine life and more horse-  
power hours per dollar.

*Write for bulletin.*

**BUDA**  
Service is  
Nation-Wide

ARMY (E) NAVY  
**BUDA**



Combined Sail and Wheel  
The side wheel operated  
man power.

Bettmann  
Archives

# PFLUEGER FISH HOOKS

(PRONOUNCED "FLEW-GER")

*Save Time, Work and Money*

POINTS THAT STAY SHARP!

PFLUEGER Hooks are made from extra tough steel — scientifically hardened. Their points are needle sharp. They have the strength and wearing qualities to hold shape and sharpness through long service. Sharp points and barbs save time and work when baiting hooks — and save well-hooked fish.

Ask your dealer. If you do not have one, write us and we will tell you who sells Pflueger Hooks in your community.

THE ENTERPRISE MFG. COMPANY  
Akron, Ohio

80 Years of Fish Hook Manufacturing Experience

O'SHAUGHNESSY

TWO-THIRDS ACTUAL SIZE

7/0

8/0

9/0

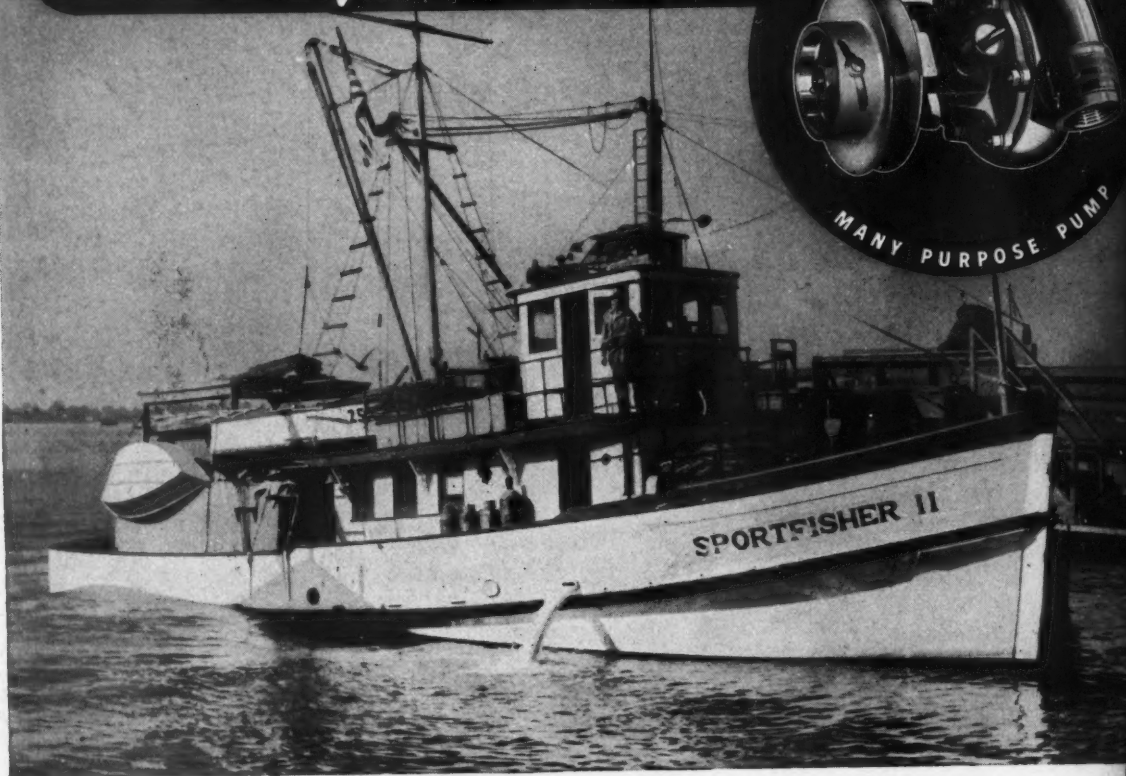
10/0

PFLUEGER A GREAT NAME IN TACKLE

★ BUY WAR BONDS FOR VICTORY ★



# "Chore Boy" DOES A MAN-SIZED JOB



## When TUNA FLEETS go to sea —

Marine Engineered equipment goes with them. Victory gardeners of the sea . . . out for weeks and sometimes months, often short-handed, must devote time and energy to the battle of food supply.

Cumbersome and "tinkersome" equipment, where working space and attention are at a

premium, becomes in itself a chore.

The compact, durable "Chore Boy" shown above . . . and his smaller brothers of "beach-buster" fame . . . quietly but prodigiously perform many pumping jobs on engines and vessels for hard pressed crews.

## MARINE PRODUCTS CO.

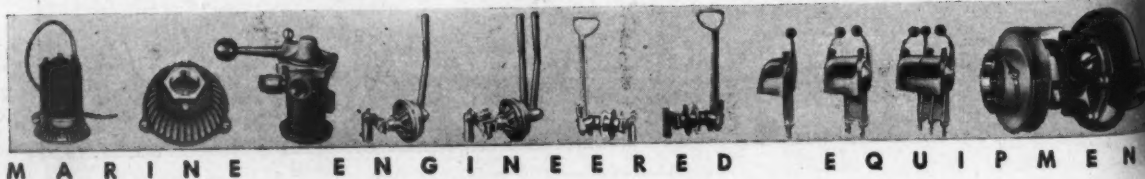
6636 CHARLEVOIX AVE.



DETROIT 7, MICHIGAN

### KEEP 'EM FLOATING!

Marine Products Pumps are available in several types for each rotation and for capacities ranging from 40 to 250 gallons per minute. Built to withstand wear caused by solids, sediment, fish scales, grease and debris. Simple, sturdy design, engineered to run continuously, wet or dry, without damage to parts. Complete specifications and performance details supplied upon request . . . covering a wide variety of needs in all types of craft.



M A R I N E   E N G I N E E R E D   E Q U I P M E N T



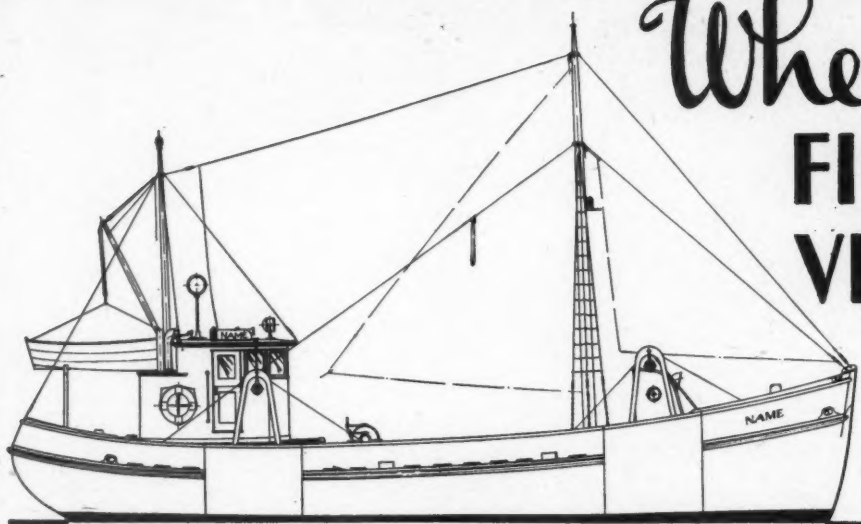
DESTROYER ESCORTS

*silenced by*

**MAXIM**

THE MAXIM SILENCER COMPANY, HARTFORD 5, CONN.



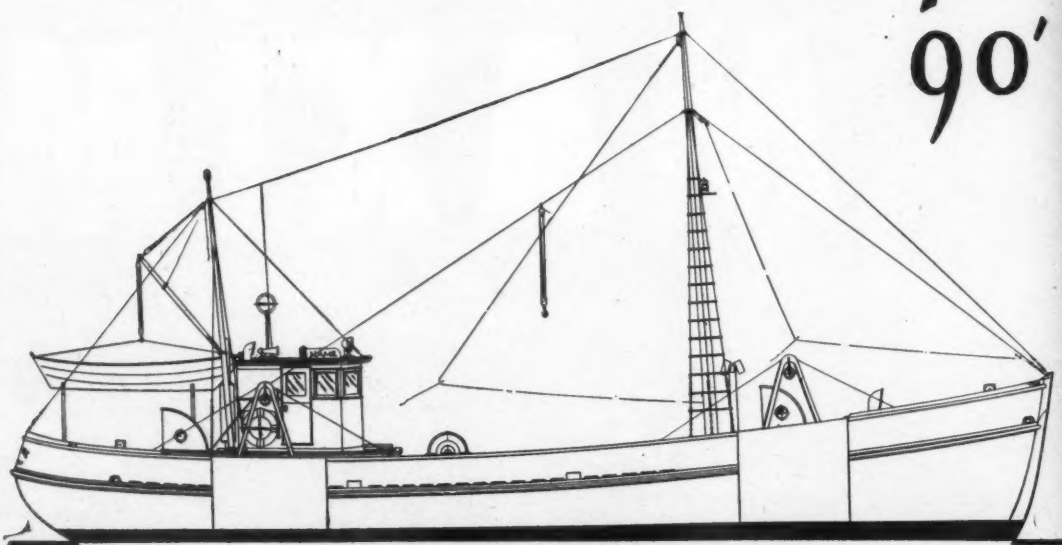


60' x 16' x 7'6" — McInnis Design

# Wheeler

## FISHING VESSELS

60'  
75'  
90'



75' x 17'6" x 9' — McInnis Design

### RUGGED FISHING VESSELS

60' and 75' models are under construction and your inspection is invited. Designed by Eldredge-McInnis of Boston, these offshore draggers combine fine sea going qualities with superb boat building. Our complete boat building facilities are available for handling all types of commercial construction in both wood and steel. *Your inquiries are invited.*

#### YACHTSMEN!

The first piece of Wheeler literature since before the war is now ready for mailing. If interested write for "WHEELER INTERIM REPORT."

#### DEALERS!

Responsible dealers interested in obtaining a franchise for the "Wheeler Playmates" of the future are requested to write us now.

#### REPAIRS

Our complete facilities are available for prompt handling of all types of repairs and alterations to fishing vessels and other commercial craft. Let us handle your next repair job.

# WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.  
BROOKLYN, N. Y.  
ESplanade 2-5900

# KEEPING UP THE GOOD WORK—

# GRAY

## MARINE MOTORS GASOLINE DIESEL

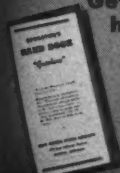
Gray Marine engines are top performers in all the fishing fleets. This 87-foot Schooner, operated by Stowman Bros. at Fort Morris, N. J., dredges systems distributed under the brand name "Captain Jack." Gray has either gasoline or Diesel power for this boat.

The models on which we are in production today, gasoline and Diesel, are standard engines from the Gray line, as selected by the U. S. Army and Navy for their heavy hauling jobs. The landing craft and work boats in which these are standard equipment are well known to thousands of American men overseas.

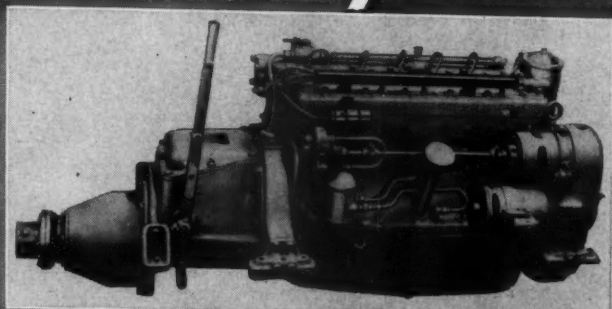
The circumstance that these engines were already developed and ready for production is in itself a tribute to Gray's unequalled marine experience and world-wide familiarity with work boat needs. These engines were successful not only in the first early days of the war: they are doing a more important job than ever in the third year of war.

Some of these engines which are being built in large quantities for Army and Navy are now available on civilian priorities and we are making shipments to owners of work boats. Pre-war prices are still in effect. If you are in need of a Gray Marine Engine, see your nearest Gray Dealer, or write us; we will be glad to assist you.

Get your free copy of this useful handbook



Every boat should have a Gray Handbook aboard. Ask for your free copy and complete list of Gray literature. To all inquirers this month we are also mailing a copy of DETROIT STORY, souvenir of World War II.



One of the Gray Marine Engines now available to work boat owners: 5IX-121 gasoline engine, 330 cubic inch piston displacement, reduction gear ratios 2:1, 3:1 and 5:1. Handles propeller diameters up to 40 inches.



Gray medium and heavy duty engines are favorably known all over the world. The ferry SEGURIDAD operates on the Rio Orinoco in Venezuela. Two Gray 5IX-91 gasoline engines installed by Inall & Co. at Ciudad Bolívar.



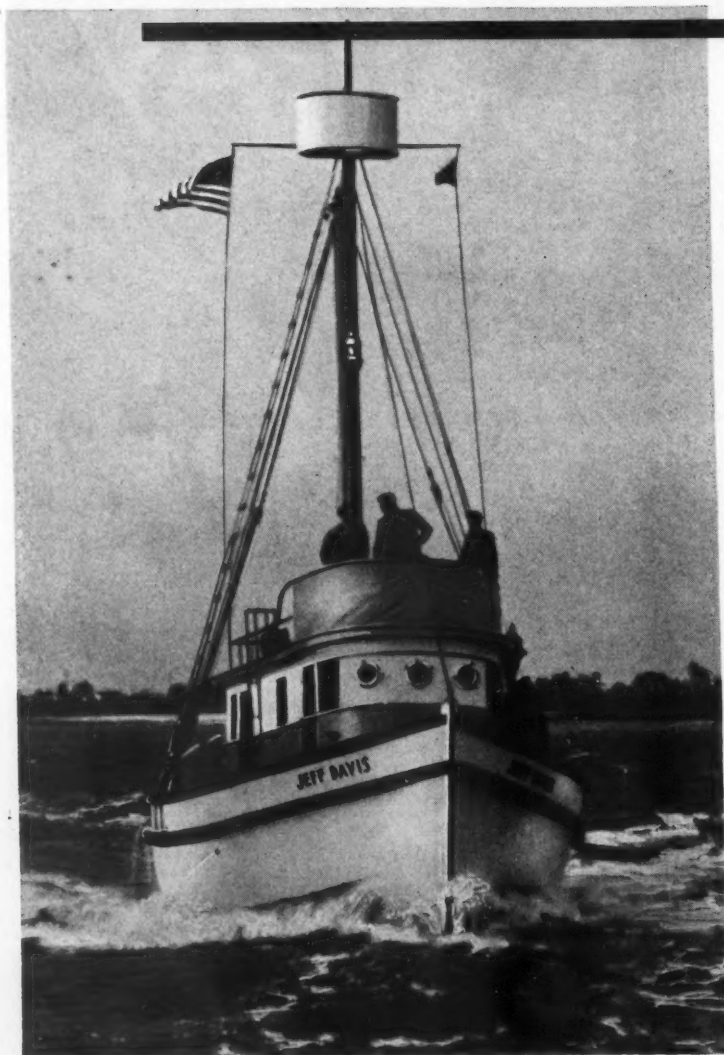
This award received three times

# GRAY MARINE MOTOR COMPANY

DETROIT 7, MICHIGAN, U. S. A.



# STEADY DOES IT!



*Jeff Davis*, 65-foot experimental fishing boat operated by U. S. Fish and Wildlife Service. Powered by a 115-hp. "Caterpillar" Diesel Marine Engine, the *Jeff Davis* is equipped for year-round work in various types of fishing.

**T**HE finest gift a fishing boat can give its owner is **WORK**—hard, steady work ... around the clock ... around the calendar. And the only way that work can be measured is by the power-plant that's under the hatch.

Because they've proved their economy, ruggedness and dependability in almost every kind of work-boat operation, "Caterpillar" Diesel Marine Engines are just what fishermen like. They're rated for full-speed, full-load operation, *and they give it!* They're built to stand up long after their normal life expectancy, *and they do!*

That's half the "Caterpillar" Diesel story. The other half is the top-notch dealer organization that stands ready—nearby to everywhere—to deliver the service which any good piece of machinery deserves. Especially today, when practically all "Caterpillar" production is going to war, owners of these sturdy marine power-plants are realizing the value of the service their "Caterpillar" dealer has to offer.

If you're lucky enough to own a "Caterpillar" Diesel-powered boat, take good care of it. Your dealer will give you the best in service, maintenance, inspection and repair.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

## CATERPILLAR DIESEL

REG. U.S. PAT. OFF.


TO WIN THE WAR: WORK—FIGHT—BUY MORE WAR BONDS!

# In BOTH WAR and PEACE TIME *the Combination that Makes* **MICHIGAN WHEELS *SUPERB!***



## **The UNERRINGLY ACCURATE MACHINED-PITCH PROCESS**

Exclusive with MICHIGAN WHEEL, eliminates the variables that may creep in by other methods; insures perfect pitch, spacing and boring—supremely smooth, vibrationless operation.



## **INTENSE SPECIALIZATION IN PROPELLER DESIGN and MANUFACTURE — EXCLUSIVELY**

MICHIGAN has no distracting sidelines. Every bit of its engineering brains and energy are devoted solely to producing the finest propellers available. And with 40 years of intensive specialization behind them, it's not surprising that MICHIGAN PROPELLERS should be universally recognized as "tops" — nor that MICHIGAN should be awarded the coveted Army & Navy "E."



## **MICHALLOY — THE LONGER-LASTING METAL**

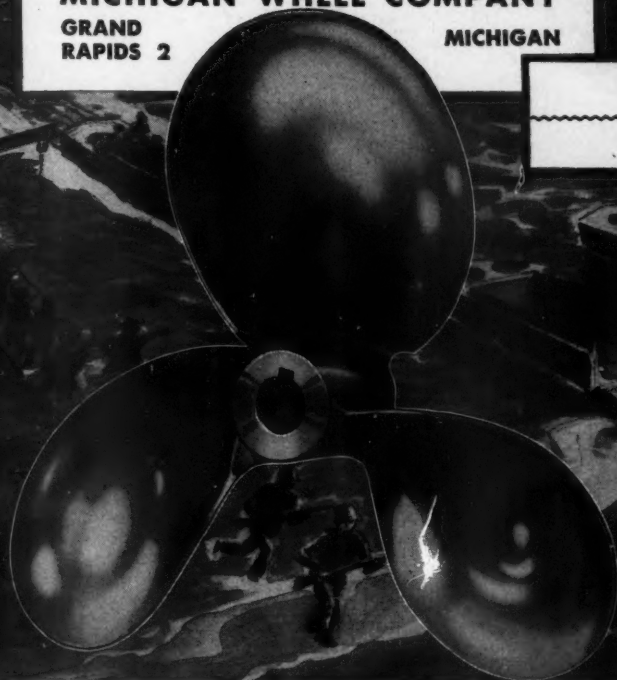
This special alloy is far more resistant to salt water corrosion than the ordinary manganese bronze. Hence MICHIGAN WHEELS last longer, are more economical.

*For finest performance and long endurance — it's MICHIGAN every time.*

**MICHIGAN WHEEL COMPANY**

**GRAND  
RAPIDS 2**

**MICHIGAN**



*At present our 500 workers and our entire facilities are producing mine-sweepers and Navy tugs.*

**BUY MORE WAR BONDS  
AND STAMPS . . . NOW**

## 118 YEARS OF BOAT BUILDING

Between them, James and Francis Whalen have been building fine ships for 118 years. And their father and grandfather were shipbuilders before them.

James Whalen went to work at 14 in his father's shipyard. Francis Whalen left school two years later and joined his brother. They've been working together, as a team, ever since.

Now they are setting an example for the youngsters who are growing up in the fine, old-school tradition that made the Whalen brothers the craftsmen that they are.



**FRANK L. SAMPLE, JR., Inc.**

★ Shipbuilders ★

BOOTHBAY HARBOR, MAINE

*Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.  
Member of Maine Boatbuilders and Repairers Association, and Atlantic Coast Boat Builders and Repairers Assoc. Inc.*



## The Sounding-Lead

### WMC Referral Program

THE War Manpower Commission Priority Referral Program which became effective July 1, designed to benefit industries most vital to the war effort, requires that male labor with few exceptions be hired through the U. S. Employment Service.

The priority program sets up the relative importance of industries and plants in referring workers to jobs. An employer in the fishing industry should take all necessary action to secure the maximum benefit obtainable under this program by applying for a priority rating at his nearest local USES office, and indicating the number of workers he currently needs or anticipates he will need in the near future.

It is possible for the employer to continue his own recruitment of workers and still receive benefits from the application of the WMC order. The Fisheries Area Coordinators are empowered to appear before the Area or State Manpower Priorities Committee whenever the fisheries are under consideration.

### Provisions in OPA Extension

THE provision specifying that maximum prices for fishery commodities shall not be below the average price for 1942 was embodied in acceptance of the Price Control Extension Bill by both Senate and House.

OPA in most cases is already basing its prices on 1942 figures, but this action will give needed protection to the fishing industry, since the present law specifies maximum prices must not be below the 1941 average price.

Other provisions state that consultation with truly representative industry committees is made mandatory, and the chairman will be chosen by members of the committee, which he will have power to convene whenever he deems it advisable.

The OPA is prohibited from the issuance of rules, orders or regulations which would require the determination of costs otherwise than in accordance with established accounting methods.

An aggrieved person may have his grievance reviewed in the Emergency Court of Appeals by filing a protest with OPA at any time. This court can set a definite time limit in which OPA must act upon a complaint or have the questioned rule, order, or regulation voided.

### Canned Set-Aside Increased

TO provide for greater canned fish requirements than were previously estimated, WFA has announced that the Government reservation from the pack of Maine sardines and Atlantic mackerel packed after June 25 has been increased from 4 to 55%. The delivery quota for production previous to this date is not affected.

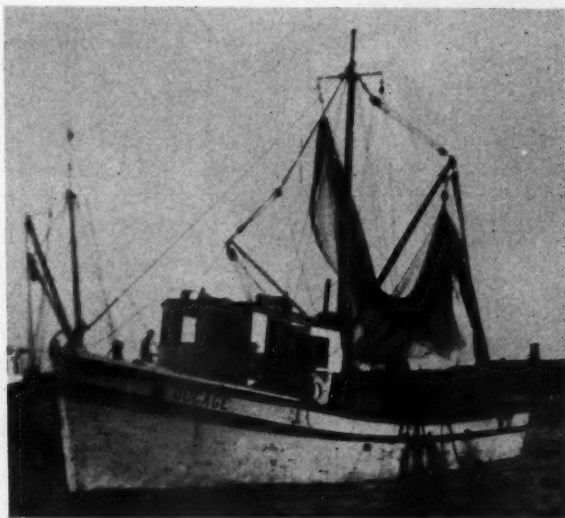
### Fishery Industries Renamed

THE Division of Fishery Industries of the Fish and Wildlife Service has been renamed Division of Commercial Fisheries, to more adequately reflect its functions, which are entirely devoted to commercial fishing interests. A. W. Anderson remains as chief of the division.

The Division will actively continue work on its present war-time projects", Director Dr. Ira N. Gabrielson said, "but it will also begin to study more closely the problems which the fishing industry will most likely face in the post-war period. The fishing industry has been deeply affected by the war and it is probable that its operations will be no less deeply affected by peace. Since the Office of the Coordinator of Fisheries will disappear shortly after the war is over the Commercial Fisheries Division will be the only agency devoted exclusively to servicing the billion dollar fishing industry. We hope to develop and intensify the work of this Division so that it will be able to give the fishing industry prompt and accurate statistics, sound technical advice, and assistance on many problems in the

# Lathrop

## Owner Repowers with Lathrop After His First Engine Gives 15 Years of Service



The shrimper *Bocage*, owned by Capt. Andrew Branco of Port Isabel, Texas, has been repowered with a 65 hp. Lathrop marine engine, which replaces a 40 hp. Lathrop that had been in the boat for 15 years. The old engine is still giving service in another boat at Galveston. Last year the *Bocage* made a record catch of 160,000 lbs. of shrimp, and Capt. Branco anticipates an even greater catch this year.

## Lathrop Diesel and Gasoline Engines Are Built for Long, Hard Service

Actual service under every condition known to the fishing industry has proven Lathrop engines to be of sound construction and to give long life. Many boats have had the same engines perform year after year without expense of repairs. That's because Lathrop engines are sturdily built to endure years of hard service. With a Lathrop Diesel aboard, you can forget your power problems.

**THE LATHROP ENGINE CO.**  
MYSTIC, CONNECTICUT

Marine Engine Builders Exclusively for 47 Years

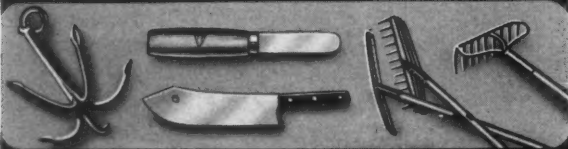


Part of the secret of the quality unfailingly found in all Briddell tools is—*proper tempering.*

Photo shows Aden Howard, one of four Howard brothers at Briddell's, practicing steel-tempering the way he learned it from a master craftsman, Founder Charlie Briddell. At the 100% proper moment Aden will remove his blades from the fire and immerse them in the just-right bath of tempering oil.

At every point in production the same craftsman's care prevails; efficiency, long wear, economy must be built into every tool. We never forget that our tools are for folks who will use them to make their living.

**CHAS. D. BRIDDELL, INC.**



Crisfield, Maryland • Craftsmen in Metal since 1895

production, processing, and marketing of fishery products."

The Commercial Fisheries Division now has five sections: Technological, J. M. Lemon, chief; Economics and Cooperative Marketing, Dr. Richard T. Kahn, chief; Fishery Statistical, E. A. Power, chief; Fishery Market News, W. H. Dumont, chief; and Consumers, (vacant).

### Both Houses Pass Appropriation

**A**FTER a House-Senate committee conference the Interior Department Appropriation Bill for the year 1944-45 has been passed by both houses. Appropriations of interest to the fishing industry are as follows:

Office of the Coordinator of Fisheries, \$290,000; Fish & Wildlife Service, propagation of food fishes, \$1,106,278; fishery industries, \$317,540; investigations concerning food fishes, \$562,500; market news service, \$99,260. The Budget Estimates were met on the last three items, while they were cut \$10,000 and \$9,000 respectively on the first two.

### Ickes Asks Liver Dispute Settlement

**C**OORDINATOR of Fisheries Ickes has asked the National War Labor Board to settle a dispute between New England fishermen and boat owners as to the divisions of receipts from fish livers. Despite the urgent need for additional fish oils bearing vitamins A and D, the fishermen at present are throwing the oil-bearing livers overboard.

The Office of the Coordinator of Fisheries estimates that if the livers of such fish as cod, pollock, hake and haddock were brought in rather than thrown overboard, one-third of the present production deficiency in low-potency fish oils could be made up.

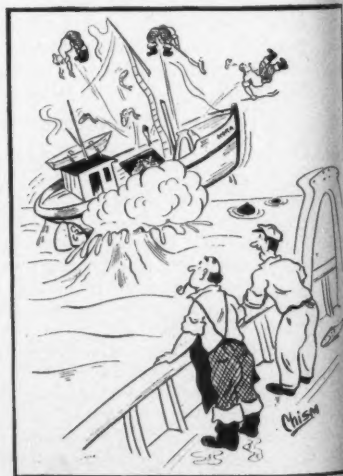
In New Bedford for example, it is said that a total of \$22,500 was lost during May alone when an estimated 250,000 lbs. of groundfish livers were thrown back into the ocean by New Bedford fishermen.

### Pacific Halibut Allocated

**O**NLY those receivers of halibut who were in business before July 13, 1943 will be allocated a percentage of the total landings in each port for the entire season, Harold L. Ickes, Coordinator of Fisheries, announced. This marks a radical change in Government procedure and is something that the meat and butter industries particularly have been urging for a long time—by seeking new buyers out speculations and black markets could be reduced.

Those who desire to enter the halibut business and those who entered business after July 13, 1943, must prove that their operations will not disrupt the ordinary marketing of halibut in order to obtain a permit.

The actual allocation of the 51,000,000 pounds produced in the Pacific Northwest will be carried out by assigning a definite percentage to each dealer who has a permit. The percentages will be based on records of past purchases with such changes as may be necessary to assure fair distribution into normal channels. Industry committees may be organized in each port to advise on allocation schedules and other details.



Looks like Callahan's converted Dragger into a Mine-Sweeper!

JULY, 1944

# CAN YOU BELIEVE THE Name Plate?

ATLAS IMPERIAL DIESEL ENGINE COMPANY			
OAKLAND, CAL.		MATTOON, ILL.	
MODEL NO. <b>2124</b>	ENGINE NO. <b>22000</b>		
H.P. <b>400</b>	R.P.M. <b>300</b>	FIRING ORDER <b>1 5 3 6 2 4</b>	
INTAKE OPENS <b>10</b> B.T.C.	EXHAUST CLOSES <b>5</b> A.T.C.		
SPRAY VALVE OPENS <b>8</b> B.T.C.	SPRAY VALVE CLOSES <b>18</b> A.T.C.		
AIR START OPENS <b>5</b> B.T.C.	SPRAY TIP <b>7 13 25</b>		
ALWAYS FURNISH ENGINE NUMBER WHEN ORDERING			
MADE IN U.S.A.			

**ATLAS**  
*Imperial*  
**DIESEL  
ENGINES**

● Are you sure that you get everything you pay for when you buy a Diesel engine? If you buy on the basis of engine ratings, you may, and you may not. It depends upon whether the engine is rated on the basis of maximum output, or continuous duty. Atlas Diesels have always been conservatively rated for continuous service . . . with a substantial power reserve that is mighty useful in emergencies.

Today, the U. S. Navy is the greatest marine laboratory in the world with the most Diesel engines in service. ☆ A high naval officer is authority for the statement that "most of our Diesel engines in service should be rated at approximately 80% of the manufacturer's name plate rating." Another officer brings to light the fact that the Bureau of Ships has been forced to change the name plates on many engines in order to induce their personnel to operate the engines at safe loads.

The Atlas name plate means exactly what it says—and we have never been asked to reduce our ratings for any reason. When you buy an Atlas Diesel you get full measure of horsepower continuously.

**ATLAS IMPERIAL DIESEL ENGINE CO.**  
OAKLAND, CALIFORNIA, U.S.A.

NEW YORK • CHICAGO • PHILADELPHIA • BALTIMORE • GLOUCESTER  
HOUSTON • NEW ORLEANS • TERMINAL ISLAND  
ASTORIA • SEATTLE • VANCOUVER • KETCHIKAN



# AND SHE'LL BE POWERED BY A SUPERIOR DIESEL



## SUPERIOR ENGINES

Division of The National Supply Co.

**Executive Offices: Pittsburgh, Pa.**

**Sales Offices: Springfield, Ohio; Boston; New York;  
Philadelphia; Washington, D. C.; Jacksonville;  
Houston; Fort Worth; Tulsa; Los Angeles; Chicago.**

**Factory: Springfield, Ohio.**

*Superior*

**DIESELS • MARINE, 28 to 1160 H. P.**

**STATIONARY, 31 to 1160 H. P. • GENERATOR SETS, 12½ to 770 kw.**



## A ship is a world

To her crew a warship means everything—home, food, protection, life. She's a world in herself, wherever she sails on the seven seas. She must stand alone—she must meet the strains and stresses of the sea, the weather and the war. The safety of the ship—the lives of men—depend upon the enduring qualities built in by skill, experience and integrity. That is why, here at Defoe, men and women put heart and pride into the construction of every Destroyer Escort and LCI (L) Landing Craft launched. The vital responsibilities of the shipbuilder's art will tolerate only craftsmen who build well. For these reasons whatever Defoe produces after the war will have the advantages of staunch dependability . . . of better quality and value for peacetime America.

DEFOE SHIPBUILDING COMPANY, BAY CITY, MICHIGAN

**Defoe**

*Four White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.*

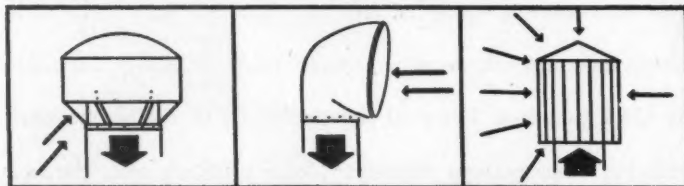
INVEST IN INVASION  
—BUY WAR BONDS

SHIPS FOR VICTORY  
SERVANTS FOR PEACE

“Even in heavy weather the Breidert gives us positive ventilation!”

**Breidert**  
MARINE  
**Air-X-Hausters**  
PAT. NO. 2,269,428

When green seas break over the decks, Breidert Marine Air-X-Hausters shed water and provide positive ventilation no matter which way the wind blows! Representing an entirely new principle in ventilator design, the Breidert without power consumption approximates at 25 knots the suction power (certified rating) of an electric exhaust fan of equal throat size. *Down-drafts are absolutely eliminated where there is no interior negative pressure!* The diagrams below illustrate the characteristic action of the Breidert (right) compared to that of other common types of ventilators in which adverse winds usually cause down-draft.



#### Write for Free Engineering Data Book

Contains complete specifications and data about Breidert Marine Air-X-Hausters, including certified capacity ratings. Address Dept. AF.

Manufactured by

**G. C. BREIDERT CO.**

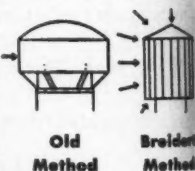
Offices: 634 S. Spring St., Los Angeles 14, Calif.

REPRESENTATIVES LOCATED IN PRINCIPAL CITIES THROUGHOUT THE U. S.

#### Safe, sure ventilation with no operating or maintenance costs!

**STATIONARY, NO MOVING PARTS...** There are no moving parts on the Breidert to jam or get out of order... no power consumption, no operating or maintenance expense.

**RIGID TESTS PROVE EFFICIENCY...** Thoroughly tested in the laboratories of Smith, Emery & Co., Pacific Coast Branch of the Pittsburgh Testing Laboratories, the Breidert's high efficiency has been proved with wind blowing at all angles (see right) and certified ratings published. Most conventional type ventilators are tested with wind blowing at horizontal angle only.



**FOR MANY TYPES OF APPLICATIONS...** Breiderts have been installed on fishing boats, tugs, frigates, tankers, troop transports and other types of vessels... on deck, portholes, engine room hatchways, kingposts, incinerators, etc. In every case, they have fully substantiated all claims made for them.

**SUCCEED WHERE CONVENTIONAL VENTILATORS FAIL...** Regardless of wind direction (interior pressure excepted), it is impossible for the positive suction action of the Breidert to be reversed. It works efficiently in many locations where other ventilators down-draft or otherwise fail. Marine ventilating experts are enthusiastic about the Breidert.



# TEN-STRIKE IN POWER



A *ten-strike* is defined as "any successful and decisive stroke or act." That's why we call the modern, high speed Cummins Dependable Diesel a "ten-strike in power." For in every heavy-duty service—automotive, industrial and marine—Cummins' development of the high speed diesel (beginning in 1918) has proved to be a successful and decisive factor in reducing power costs to a new low . . . raising profits to a new high!

CUMMINS ENGINE COMPANY, INC., Columbus, Ind.

**CUMMINS**  
*Dependable*  
**DIESELS**

SINCE 1918...PIONEER OF PROFITABLE POWER  
THROUGH HIGH SPEED DIESELS



## HEAVY-DUTY MARINE MODELS FOR PROPULSION AND AUXILIARY SERVICE

### SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . . 18 Hurley Street, Cambridge, Mass., Tel. Kirkland 1276  
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . . 7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-9311  
CUMMINS DIESEL ENGINES, INC. . . . . 209 North 22nd Street, Philadelphia 3, Pa., Tel. Ritterhouse 4460  
CUMMINS DIESEL ENGINES, INC. . . . . 100 Key Highway, Baltimore, Md., Tel. South 1281

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There are no  
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Thoroughly  
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Testing Lab-



Breidert  
Method

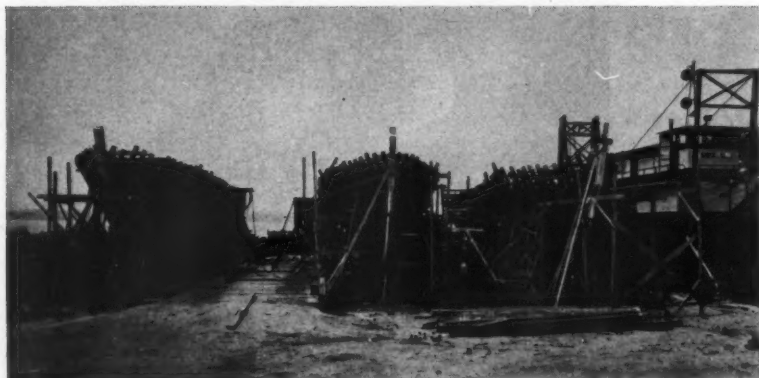
... Breidert  
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hatchways,  
se, they have  
hem.

LATORS PAIR  
rior pressure  
itive suction  
t works effi-  
r ventilators  
ventilating  
ert.

# FISHERMEN!

## WATCH THIS SPACE

Designed  
By  
Famous  
Architects



Built  
By  
Men Who  
Know

A Few of the Fishing Boats  
Now Under Construction

★

★

See These and Many More Reach Completion  
Then you will know why NORTH AMERICAN'S  
ASSOCIATED YARDS Build More Fishing Boats

★

No Matter What The Price

*It Costs You Less When You Consult Us.*



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But Sherlock Holmes just smiled, "Of course he got home first with his boatload of fish that night, Inspector. You will remember that it was a heavy night at sea, but you're forgetting that he had just had a new Chrysler Marine Engine installed in that fishing boat of his. He's the only one of the fleet who could have been back so early. That's why he had time to help us." Holmes turned to Watson, his eyes twinkling: "Elementary, wouldn't you say, my dear Watson? Elementary."

THE END

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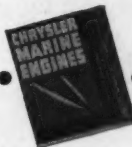
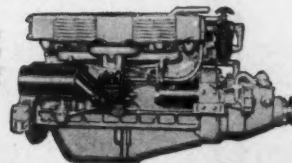
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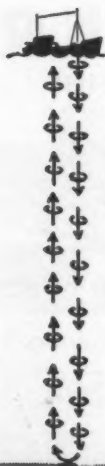
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"Net Results"

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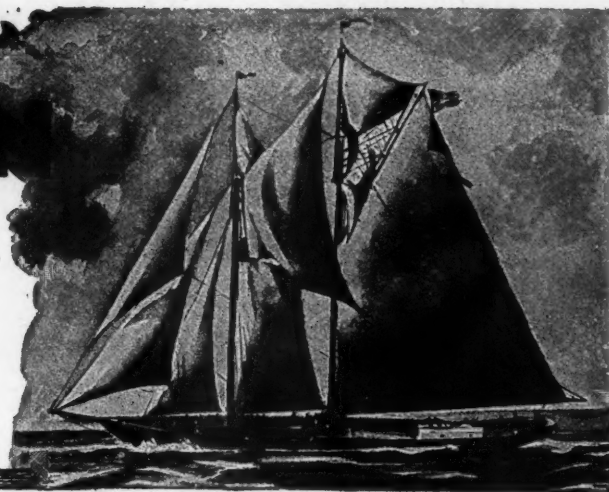
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## Oyster Shell Planting in Baskets Improves Yield

By Dr. T. C. Nelson and A. F. Chesnut \*

TRANSPLANTATION of "corn on the cob" set has always been a problem. The subsequent yield from planting of such thickly bunched seed has nearly always been disappointing. Excessive crowding results in the death of the majority, while the surviving oysters are usually long and narrow and show poor meats.

On the Cape May shores of Delaware Bay setting of oysters may continue night and day for as long as six weeks. Every object in sight is plastered with oyster spat, which in less than a month cover the surface with a solid sheet of oysters. Competition is very keen; our studies show that on the average only one out of each 630 spat attached per square inch of surface is able to reach the age of one year. The other 629 are crowded out and smothered by their fellows, not killed by enemies.

By the first of September baskets of shells put out on the flats are covered with a continuous sheet of young oysters. All oysters within the bag have been destroyed by cutting off of circulation by the oysters at the surface. The only shells which yield a return to the planter are those at the surface of the bag, all those within the bag are wasted. The increasing weight of the bag likewise causes it to sink slowly into the bottom destroying as much as  $\frac{1}{4}$  of young oysters on the surface of the bag.

When planted there is much injury to the delicate shells of the rapidly growing young oysters. Many of the spat have grown around the wire hence the bag is usually destroyed in emptying and freeing it of the seed. Crabs and other enemies are drawn to the bed by the dead and injured oysters. Once they have eaten the oysters with broken shells the enemies remain to work on the uninjured oysters. Repeated experiments in shifting these densely set shells in the early fall have failed to yield any return. The young thin-shelled oysters have been destroyed practically one hundred percent. If the set, however, is protected by a cage of wire fine enough to exclude blue crabs and oyster drills the only mortality which occurs is that resulting from crowding or from accumulated mud. Clusters of fine rapidly growing oysters are obtained.

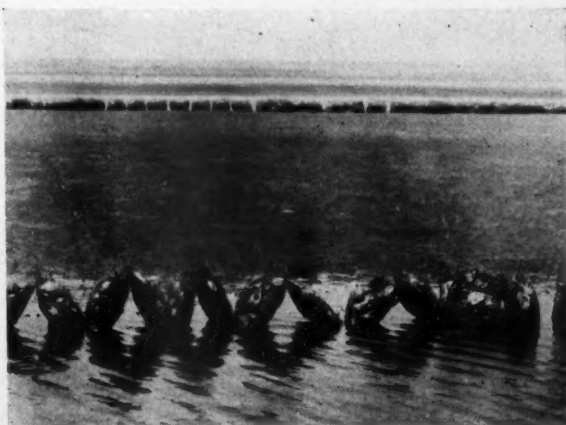
To avoid the injury resulting from moving "corn on the cob" set, and to secure the maximum yield from the shells, the following experiment was conducted during the summer of 1943. Small baskets made of two foot, one inch chicken wire such as have been used for oyster drill traps were employed. Into these wire bags were placed only enough shells to form a mass not more than six or seven shells deep from side to side in the center. Thus every shell in the bag was not more than three or four shells away from the surface of the bag at some point. The bags were set in pairs or in sets of three along the edges of the bars

on the Cape May Shore on July 1 and 2, 1943. Heavy setting began at once and was still in progress July 16th when the bags were removed and the shells planted within the next four hours on the Parker Grounds in Maurice River Cove. This ground had been drill dredged to remove as many borers as possible.

When examined from time to time during the late summer and early fall it was found that considerable scaling off of the young oysters occurred. This permitted very rapid growth so that by November 5, less than four months after transplanting, the oysters had reached a length of approximately two inches and width of one inch. The only mortality seen was due to mud on the softer portions of the bed, together with a small death rate from drills. There was no evidence of destruction due to crabs. Examination of spat at the time of transplanting shows little crowding hence no delicate edges of shell to be broken.

Of great interest is the heavy set on shells even in the center of the bag. Also because of the light weight of the bag and the short time, two weeks, it was left on the shore, there was almost no sinking into the bottom. In other words every shell in the bag bore some spat, most of the shells, a very heavy set. In actual figures this ranged from 108 spat per square inch on the

(Continued on page 36)



Bags of shells at edge of bar at low tide, fastened in pairs for planting. One piece of wire serves both to hold the baskets together and to close them when filled with shells. Bags are quickly and easily opened for planting of shells without destroying either the bags or the coupling wire.

\* Biologist and Assistant Biologist, respectively of New Jersey Oyster Research Laboratory.

## "Pearl Harbor" Has Many Dragger Refinements

ONE of the finest equipped and best arranged draggers to join the New Bedford fleet is the *Pearl Harbor*, owned by Capt. John Salvadore and Hervey E. Tichon, President of the Mutual Fish Co. of Fairhaven, Mass. She returned from her maiden voyage under command of Capt. Willis Gray, with a 70,000-pound catch on July 10.

The *Pearl Harbor* was built by Bristol Yacht Building Co., So. Bristol, Me., and was designed by Albert E. Condon of Fairhaven. She is 73 ft. in length, and has a beam of 18' 4" and draft of 10'. Her fish hold is 19' 6" long, and 7' 6" deep, with a capacity of 95,000 lbs.

While the *Pearl Harbor* is similar in design to some other recently built draggers, she has numerous refinements. She is 3 ft. longer than the original model, with the additional space being divided between the fish hold and engine room. While many draggers are now being fitted with whalebacks, Capt. Salvadore, who personally supervised much of the construction and outfitting, states that for a medium size vessel a whaleback adds too much weight forward in proportion to the boat's size and that it creates an obstruction against which a breeze can affect the boat's course. He prefers the *Pearl Harbor* design with a good sheer, high deck forward and a moderately flared bow which gives good working space on deck. With her square, transom stern the *Pearl Harbor* has a maximum amount of usable space for her length.

Special consideration was given in assuring clear vision from the pilot house, which is sufficiently elevated and provided with sizable windows. In addition, the mizzenmast, which is stepped forward of the house is only half round below the pilot house roof in order not to obstruct the view, and the galley smoke pipe is in line with the main spar.

The deckhouse has an outer sheathing of plywood, while the inside is finished in cypress. The stateroom is fitted with all conveniences, has a port light either side and a chart table over the companionway.

The after house gives protection to the engine room companionway, which also may be entered from the stateroom, and provides space aft for a toilet and oil skin locker. The exhaust discharge extends through the top of the after house, thus eliminating presence of exhaust smoke on deck.

The *Pearl Harbor* is completely equipped with Edson steering



The "*Pearl Harbor*" launching party at South Bristol, Me., showing from left to right: Otis Slocum, Rapp-Huckins Co., Inc.; Mrs. E. Dumont; Mr. Rothaug; Edward Tichon; Mrs. Hervey Tichon, sponsor; Capt. Willis Gray; Hervey Tichon, co-owner; Antone Arruda; Mrs. Willis Gray; Capt. John Salvadore, co-owner.

gear, which comprises a combination No. 3 Edson-Meteor steering gear that is mounted on the rudder post with universal joint and shaft extension leading forward under the pilot house floor. In the pilot house there is an Edson bulkhead type bronze sprocket steerer unit, connected to another sprocket on the extension shaft with a 1" pitch bronze roller chain. The steering wheel is a 42" Edson Model 159-AC. All pilot house equipment is non-magnetic.

Other navigating aids include a Submarine Signal Fathometer, Lothrop mechanical fog horn and Cunningham air whistle. Lights on the ship are controlled from the pilot house, with waterproof switches, and all wiring is rubber covered. The engine controls and panel readings are located in the house.

The vessel is equipped with a 300 fm., 3/4" wire drum capstan, Hathaway winch and Hathaway port and starboard davits, bollards and blocks.

The fish hold has two hatches between which is a steel washing box. Two life dories are carried over the after deckhouse, and are handled with booms. The boat has two Edson No. 3 BI non-chokable 3" deck and bilge pumps, and is equipped with Linen Thread trawls.

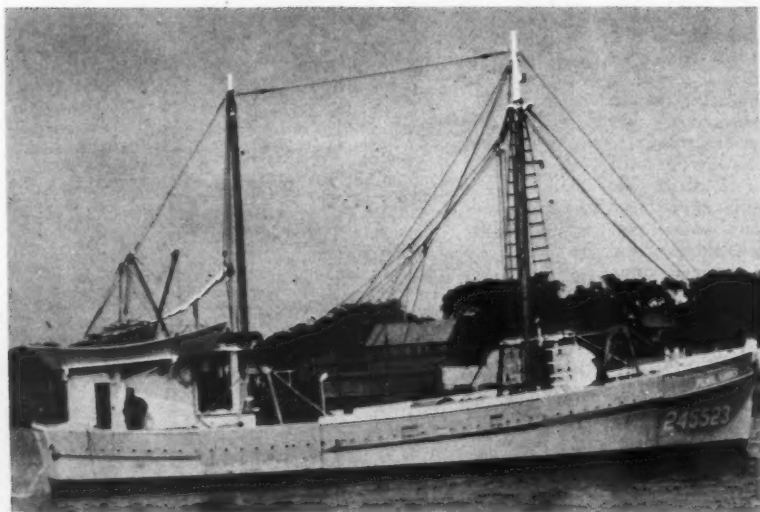
The fo'c's'le is well laid out and contains 8 bunks, ample locker space and a sliding table on telescoping pipe legs. The galley is modernly equipped and has a Model 125 Shipman range and a good-sized refrigerator. There is a 500-gallon capacity galvanized water tank under the fo'c's'le floor.

There are two port lights in the cabin which contains a bunk and clothes locker on either side, and is equipped with Werner Foundry hot water heater, which supplies heat to the engine room and deckhouse. The deckhouse has copper radiators which requires minimum space. There is an extra large lazarette, in which is located the 200-gallon lubricating oil tank.

The *Pearl Harbor* has a model engine room which contains a full complement of dragger power equipment arranged for easy access. Ample ventilation is provided by two port lights forward in the engine room trunk and a ventilator over the forward end of the engine. Fuel oil capacity is 2300 gals., carried in 4 tanks: port and starboard.

The main engine is a Model 1879, 100 hp., 900 rpm., Buda Diesel, equipped with a 3:1 Twin Disc reduction gear, and turning a 52 x 45 Columbian propeller to a speed of 9 mph.

The engine is furnished with a duplex heat exchanger for cooling the water jacket and lubricating oil, a 350 watt



The new 73 ft. dragger "*Pearl Harbor*", owned by Capt. John Salvadore and Hervey E. Tichon of Fairhaven, Mass., and built by Bristol Yacht Building Co.

(Continued on page 45)



## Locating Fish By Echo-Sounding Demonstrated

LAST February it was hinted that the Navy was making use of improved Fathometer equipment, or "echo sounders", which were usable round-the-clock in any weather, and capable of locating objects in very deep water.

Officials of Submarine Signal Company, Boston, are now ready to give out information on this new equipment, based on recent successful testings under actual deep sea and fishing conditions.

The Fathometer, or echo depth sounder, was first put into normal operation about twenty years ago. Most fishermen know that essentially, it is an instrument for calculating ocean depths by measuring the time required for a sound wave to travel from the ship to the ocean bottom and return as an echo.

A brief review of the history of this device is desirable in order to fully grasp the meaning of the improved equipment. In 1924, the SS *Berkshire*, outfitted with the new navigation aid developed by Submarine Signal Company, demonstrated the Fathometer to the Navy, U. S. Coast Guard, and U. S. Shipping Board. It enabled expert determination of ocean depth in fathoms beneath a ship at all times anywhere upon the face of any sea.

Prior to the successful development of the Fathometer, all water travel was more or less hazardous due to unknown ocean depth at a given moment. We had to give then such navigational aids as (1) the marine compass; (2) sextant and chronometer; (3) log and lead line soundings when sight could not be obtained.

With the lead-and-line, soundings were always difficult to obtain unless the speed of ships was reduced to eight knots or less and then the reliable maximum depth was only about seven fathoms. For greater depths, speed had to be further reduced.

This method of sounding, in use since 1850, was based on the supposition that when leads reached bottom either a shock was felt or the line became slack, ceased to pay out. It never was too reliable.

When the *Titanic* went down after its collision with a gigantic iceberg, Professor Reginald A. Fessenden, of the Submarine Signal Company, stepped into the scientific void which the collision showed up. Fessenden knew that the water was a far more perfect medium than air for conducting sound. Realizing this basic principle, he experimented by sending sounds under water and attempting to record their return. Sound, he found, came back as a remarkable echo when trapped and recorded by mechanical means.

The Professor's early tests were made right in the berg fields from the Revenue Cutter *Miami* while the ship was on ice patrol off the Grand Banks.

In these tests, Fessenden found that his submarine oscillator could be used not only to detect the presence and nearness of icebergs, but also to determine the depth of water beneath the cutter by measuring elapsed time between emission of the oscillator signal and its return as an echo.

The problem at that time, however, was not a simple one. Sound travels in water with terrific speed—4,800 feet (or 800 fathoms) per second. Measuring a depth of 40 fathoms, then, meant that only a tenth of a second elapsed between the instant



A fishing boat skipper using the Fathometer.

when the sound was created and the moment when the returning echo was heard.

The problem of accurate elapsed time recording was eventually solved in 1924 when Submarine Signal brought out a time measuring device, called a Fathometer. This device accurately measures echo time and the depth is indicated automatically on a graduated dial.

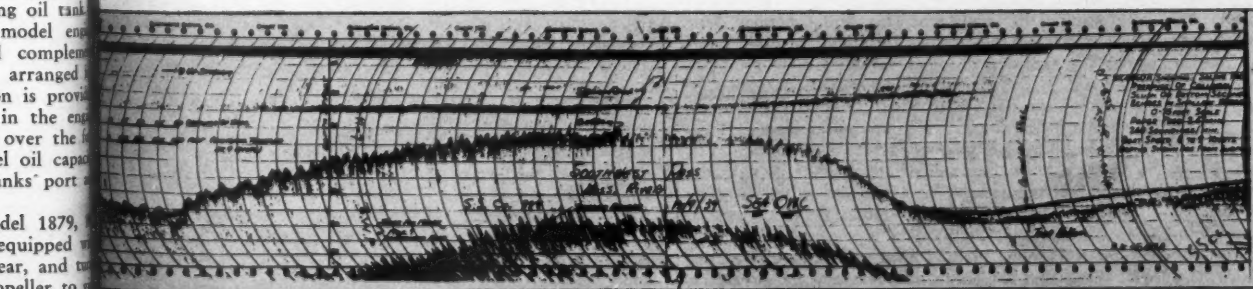
Present-day Fathometers are foolproof, operate in any position, and contain no delicate adjustments which can be put out of order by the rolling of the ship or even by severe shocks. Navigators are familiar with its operation in foggy weather when visual observations are impossible. Position is determined by means of a line of echo depth soundings and the mariner's chart. When a series of soundings is taken and the depth readings compared to those on the chart, position is learned with considerable accuracy, while the ship proceeds at normal speed.

A look at the dial face shows the fishing skipper the exact depth of water beneath his keel. By constantly knowing the depth of such water he can, by keeping accurate records, return to those particular fishing grounds found most favorable as to production. Thus the Fathometer helps skippers stay over the fish despite wind, current and fog. Not only that, skippers save on gear since it is possible to tell when they are over shallow water.

Before World War II, it was rumored that the British were testing echo-sounding devices in attempts to locate schools of herring in the North Sea. Hostilities halted further North Sea sounding experimentation.

Submarine Signal Company officials at Boston also had been interested in this subject and they, too, looked into the matter. As a matter of fact, some fishermen were of the opinion that the

(Continued on page 30)



Profile of River Bottom, made with Submarine Signal Depth Recorder, showing True Bottom, Colloidal Slush overlying True Bottom, and boundary between fresh river water and salt water of Gulf of Mexico.

# What Plywood Offers for Fishing Boat Construction

By William J. Deed, N. A.

**M**ANY fishermen have come across the words "Plywood" and "Plastics" because the development of usage for these materials has gotten into our daily lives, afloat and ashore—yes, even into the fishing fleet. Yet probably many have learned little or nothing about these materials which will affect our future construction more than any materials have done for many, many years.

Since old man Noah built his famous "Ark" shipbuilding has changed little in principles of construction. Shapes and appearance and details have changed, of course, but in all centuries man has laid down a strong keel, built upon it a skeleton of ribs and connecting beams with covering called planking and decks.

These planks for hulls or decks have been narrow strakes fastened in place, the seams between filled with caulking and putty or composition to make them tight to keep the water out. That's the way your vessel is built now.

Maybe you'll call me plumb crazy if I predict that the day is not far off when your fishing boat may not have narrow planks with scores of seams on hull or deck, but each side of the boat from keel to sheer will be in one piece without seams. Or that the deck will be one piece with openings cut for deck houses and the one-piece deck lowered into place. Or that there will be no skeleton of ribs, only a few ridges at certain places far apart on the inside of the "shell", which is what the planking will actually be.

These methods of construction and these materials are facts. The United States Government has ordered and is using many craft built in this manner. The P T "mosquito" boats, for example, are built largely of plywood.

Single sheets of waterproof plywood as large as 85 ft. long by 12 ft. wide have been made, shipped long distances and used on such boats to form an entire side, without seams to ever leak. Many heavy duty Army tugs have been built having the deck in a few large sheets of plywood and the deck house and pilot house pre-fabricated out of plywood in one large unit which was lowered onto the hull.

Coast Guard boats have been built having the stem, keel and stern timber all made of laminated construction bonded together with waterproof glue and without any metal fastenings—no bolts, screws, etc. Just glue which is stronger even than the wood itself is used.

## Molded Plywood

"Molded plywood" is a thing most of us have heard of. "Mosquito" bombing planes, Fairchild trainers, etc., are molded plywood planes in which the fuselage (corresponding to the hull of a boat) is formed of plywood which was laid over a form in strips or strakes, several layers at various angles to one another, with waterproof glue between each veneer, then "cooked" in an autoclave under heat and pressure which causes the veneers and glue to unite in one piece of unchanging shape.

Boats up to around 60 feet could be produced in such "molded plywood" construction, but as yet it is too expensive for fishermen. But who knows the next generation of fishermen may not be surprised to head out to sea in a molded plywood boat!

The beauty of the "molded" boat is that it can be produced in any form. Boats made of flat plywood sheets cannot be formed if the shape has what are called "compound" curves. Such a curve is in both length and width at the same time. Take a piece of cardboard and bend it lengthwise and holding this bend now try to bend it in the other direction, that is, with the width, and you'll see it buckles. This happens with flat plywood. You couldn't have a pucker or bump or place jutting out from the rounded side of your boat.

So plywood boats if not "molded" under heat and pressure must be of such shape that the sheets of plywood can be laid on a shape that bends the plywood in only one direction, either along the length or across the width, at the same time.

Unless a round bottom boat is especially designed, flat sheets of plywood cannot be used on them for planking. Even then it is extremely difficult. Boats of V-bottom form are selected for plywood planking. Then it is possible to have the bottom from

stem to stern and keel to chine in one sheet of plywood, and it is possible to have one sheet of plywood from stem to stern and chine to deck for the topside planking.

Now, don't say V-bottom boats won't do for fishing, for such boats can be, have been and are being designed for sea service. The writer designed a V-bottom seagoing tender for the Pan American Clippers at the Azores which must go out when the going is tough. The U. S. Maritime Commission just built a large fleet of V-bottom tugs. The P T boats are V-bottom. It is all in how they are designed. Fishing boats up to say 60 ft. may well be V-bottom plywood boats without loss of sea-going qualities.

Complete deck houses, pilot houses, cabin bulkheads, transoms, berth fronts, lockers, shelves, etc., are built of flat plywood sheets more quickly than with other materials. There are fewer seams and joints to cause possible leaks and you get a smooth surface quickly. There is no question but what plywood is replacing wood timber and boards in such construction.

## Waterproof Plywood

Of course, in any use of plywood on boats the plywood must be of waterproof type for marine or exterior use. Ordinary plywood such as you see in house and other uses ashore will not do. It must be waterproof type or it will open up around the edges, the laminations of wood and glue separating—"fanning", it is called in the plywood industry.

Waterproof plywood is made up of several thin veneers or layers of wood placed lengthwise, across and diagonally with thin layers of glue between. Thus it cannot split as the grain of the cross layer or diagonal layer does not run the same as the grain in the layer running lengthwise.

A sheet of plywood an inch thick is many times as strong as a single board an inch thick. The grain and chief strength of the various veneers run in different directions and the strength of one offsets the weakness of the other. The glue is impregnated through the thin layers of wood when the heat and pressure are applied in making the plywood and the whole thing becomes bonded into one strong unit.

When we say "strong" we mean it, for plywood is many times stronger than metal, weight for weight. Plywood is also fire resistant and a poor conductor of heat and sound. A plywood cabin should be warmer than a cabin built of boards.

Then there are types of plywood called "Armormply" and "Plymet" which have either one or both faces of thin steel bonded onto the plywood. This is even more fire resistant than the wood-faced plywood.

The main thing to remember about plywood is that it must be marked "Waterproof", "Exterior" or guaranteed for marine use. The bonding glue is the part that makes the difference between plywood which will not change in water and that which will go, to pieces. Until a very few years ago the only glues available for making plywood were blood albumen and these animal glues did not resist the action of water and moisture.

Today we have phenol formaldehyde and urea formaldehyde resins which are waterproof, the former generally used when the pieces are to be bonded under heat and pressure and the latter type as a cold-setting glue which can be applied at room temperatures.

Waterproof plywood is made in many size sheets (or panels) up to 4 ft. by 16 ft. in thicknesses from  $\frac{1}{4}$  in. to  $1\frac{1}{4}$  in. or in the giant panels up to 50 ft. by 9 ft. and in a variety of number of plies (as the layers of thin wood are called) and kinds of wood.

A new chemical has just been perfected which is impregnated into soft wood under pressure, going into every bit of the wood and a chemical reaction takes place within the wood, which becomes hard and strong. This new chemical treatment is not costly and increases the usefulness of many soft woods which have never been used in construction. The wood also becomes very resistant to fire. So your future fishing boat may have some scrub pine frames impregnated with this chemical instead of oak frames and the new treated wood may be stronger and more lasting.

## Great Lakes Caviar Satisfies

**C**AVIAR, though not the same color as that of the imported kind, can be colored with vegetable dyes to make it practically indistinguishable from the Russian type. During World War I, American lovers of caviar had to depend entirely on the domestic whitefish brand.

It was found at that time that the roe of whitefish in American waters was the most desirable substitute, but, being a natural golden color, it was necessary to find a way of changing this color to satisfy the public, which had always been accustomed to the natural gray sturgeon egg, or Russian caviar. It was found that caramel or burnt sugar produced the proper coloring matter.

The Great Lakes produce most of the whitefish roe, and some chub whitefish roe is also used from these lakes for the same purpose, but such eggs are slightly smaller. The chubs of this kind are classed with the whitefish family, all the roe of both kinds simply being termed whitefish roe.

It is estimated that approximately 28 to 30 tons of domestic caviar are now being produced per annum, according to latest reports. Most of the caviar packers are located in New York.

At the beginning of the depression the consumption of caviar declined sharply, but increased again with the coming of better times. It is believed by those who know that the average person is not able to detect the difference between domestic and Russian caviar, even if the two kinds were placed side by side, and very little question appears to be raised in anyone's mind nowadays as to what kind of this food is being eaten. In cost, everything is, of course, in favor of the domestic kind, in some instances the price being little more than half that of the former Russian brands.

From time to time experiments have been and are still being made to use the roe of fish other than whitefish in the preparation of domestic caviar, but, so far as is known, such efforts have failed, due to inability to equal the flavor, size and general characteristics of the roe. Commercial fishermen claim that the only other fish having an egg in competition with the whitefish for caviar is the salmon, and the eggs of the latter are not colored.

The whitefish roe is collected as the fish are dressed and is screened through several screens before being salted, after which it is placed in tubs and sent to the canneries, being packed in tin, or in glass if tin is not available.

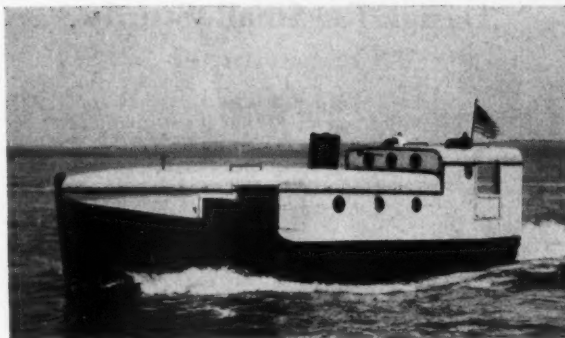
### Closed Season Urged

Reaffirmation of its long stand favoring a strict closed season for commercial fishing, and an attack on what was termed "over-officious" conservation methods were high lights of the annual meetings of the Two Rivers Fishermen's Association.

Particularly critical of the State conservation commission's policy of issuing special commercial fishing permits in the spawning season was Everett La Fond. He declared that the catch last fall (in the spawning season) was a "veritable slaughter and wanton waste." He said that in operations south of Sheboygan this spring, 175,000 pounds of trout were caught which produced only 640 quarts of spawn. This, he said, was in 8 days of fishing with single gang nets.



Fishing tug "Joeann" owned by Capt. Joe Bissell of Charlevoix, Mich., is 45' x 12', powered with a 150 hp. Cummins Diesel, and makes 12 mph.



"Miss Charlevoix" is owned by George LaBlance & Sons of Charlevoix, Mich., and skippered by Capt. George LaBlance, Jr. She operates in Lake Michigan, is powered with a 55-65 Kermath Diesel, and uses Ederer cotton gill netting.

Frank Le Clair was elected President to succeed Capt. Arthur J. Luebke who has retired from fishing operations. Other officers elected were W. J. Westphal, secretary-treasurer, and Everett La Fond, liaison officer.

### Buys Brokerage Business

Howard J. Jones, managing head of the Union Fish Company at Erie, Pennsylvania, for the past 40 years, recently purchased the food brokerage business of William Barthels.

### Trout, and More Trout

When Alex Simon, commercial fisherman at Gay, Michigan, hauled in his hooks recently he found a 30 pound trout that had swallowed a 4 pound trout that had swallowed the bait.

### Tugs Change Hands

The fishing tug *Margaret* operated out of Kenosha, Wisconsin, for the past three years by Frank Eichler was recently sold by Mr. Eichler to Everett Johnson, Port Wing, Wisconsin, commercial fisherman. Mr. Eichler will operate the tug *W. H. Pugh*, a larger tug that he purchased.

### Fishing Tug Salvaged

The fishing tug *Gotham* that foundered off the Saugatuck, Michigan, piers in a gale on December 11, 1943, with the loss of 5 lives, has been raised and brought into port.

The tug was purchased, where it lay in the lake, by Ray N. Swartz, former commercial fisherman and diver.

### Mussel Dredging Ends

Mussel dredging, at one time a booming business in Southern Michigan lakes, was forbidden for a five-year period starting July 1 by the State conservation department.

The department said the step was taken because the supply of mussels, shells of which are used in making buttons, was seriously depleted and needed an extensive period in which to become reestablished.

At one time 2,500 licenses were issued annually, but last year fewer than 100 were granted.

### Sea Lampreys Increase

As many as 200 sea lampreys have been taken in a night recently by Conservation officer Cyril Nelson at a weir placed in nearby Ocqueoc, Michigan, river. The lampreys move upstream to spawn.

These eel-like creatures are predators that attach themselves to fish by the suction of their mouths, sucking blood from the host. Many lake trout taken in northern Lakes Michigan and Huron show scars of lamprey attacks.

Lampreys taken from the stream have ranged from 18 to more than 24 inches in length. They were first reported in the Great Lakes in the early 1920's, having by-passed Niagara Falls by way of the Welland canal.



## Design for Small, Sturdy Able Shrimper

**T**HE accompanying design by naval architect Wm. H. Millett of Arlington, Va., is for a small shrimper. Her dimensions are 41' 6" overall, beam 13', and draft 4' 6".

Forward the deck is raised slightly over the crew's quarters, which contains one pipe berth, and two seat berths, also cooking facilities at the after end. There is a small trunk over giving light and air, and also containing the hatch for access, together with an emergency opening into pilot house. There is full headroom below.

The crew quarters are 8' 6" long, while the length of the engine room is 10' and that of the hold 14' 6". The hold hatch is 4' x 5'. The deck house is well supplied with window area, and has a grab rail on either side.

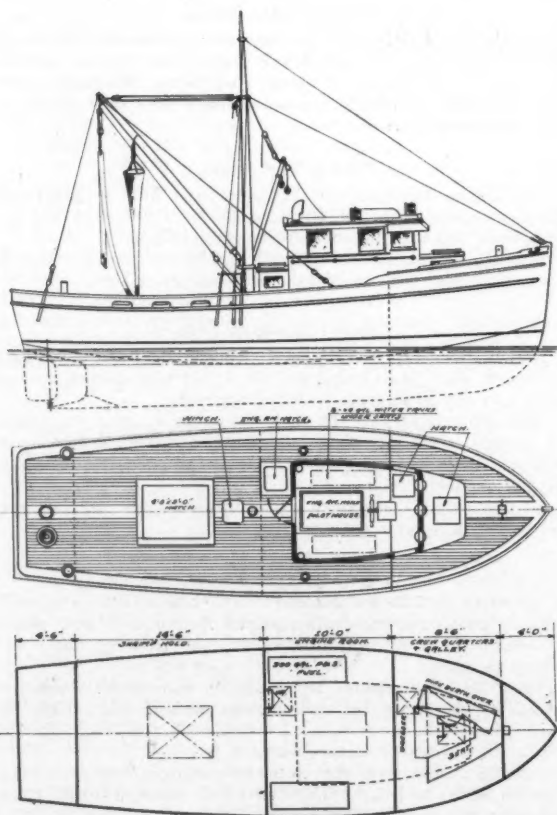
The engine room is of ample size for a Diesel engine to give around 10 miles an hour; an independent lighting plant is also provided, together with the usual pumps and auxiliaries. 600 gallons of fuel are carried in two tanks. A trunk at the after end of the pilot house gives light, air and access, and also large hatch in pilot house floor.

The pilot house has all controls arranged at steering wheel, and two seats to be used as berths with fresh water tanks under same.

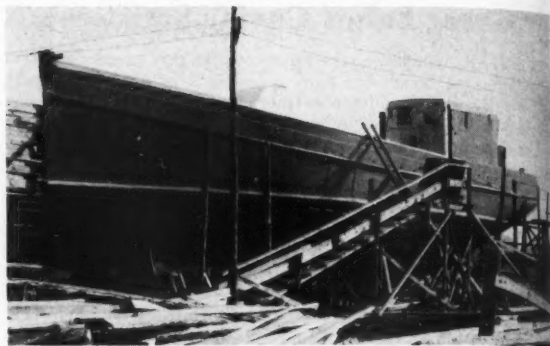
There is plenty of deck space for handling the nets and gear, and a good sized hatch to the well.

The trawl gear is driven from a clutch at forward end of engine, with a chain to a jack shaft, and a sprocket and chain to the winch aft of the house.

The boat is of a Vee bottom type of hull, successfully used by the designer on boats for this type of work, and similar conditions. She is of rugged construction, and should prove a sturdy, able boat of her kind.



Design for 41 ft. shrimper by William H. Millett.



The new 65' dragger "Mary Canas", before launching at Arundel Boat Co., Kennebunkport, Me.

## New Dragger "Mary Canas" To Join Boston Fleet

**T**HE 65' x 16' x 6'6" *Mary Canas*, which was launched late in April by Arundel Boat Co., Kennebunkport, Me., for Capt. Joaquin Canas of Gloucester, is now owned by Bendon Fishing Co., of Chelsea, Mass. She was towed to the yard of Willis J. Reid & Son of Winthrop for engine and gear installation, and is expected to be ready for fishing by the end of this month. She will be skippered by Capt. George Lampro of Dorchester.

Designed by Arundel Boat Co., the *Mary Canas* is a full boat with a plumb stem and a round stern, and has a net tonnage of 34 and displacement tonnage of 51. She is constructed with 2 3/8 x 4 steam bent oak frames, 1 3/4" oak planking, 2" pine decking. The deck house is sheathed with pine on the outside and fir inside. The fo'c's'le finish is also in fir. Six bunks are provided in the fo'c's'le, which is well supplied with locker space. A 300-gallon steel water tank is located under the dresser, starboard of which is the Shipmate range with coal bin outlet below, while the icebox is on the port side.

The stateroom bunk is located on the starboard side, and has two sets of 2 drawers under it with a foot bench locker aft for use in getting into the bunk. A chart table is located over the engine room companionway. The boat has a large lazarette entered through a door from the engine room.

The boat is powered with a 120 hp. ND-4 Cooper-Bessemer Diesel which swings a 52" Hyde propeller on a 4" Hathaway bronze shaft. John T. Love Welding Co. furnished the hull sheathing, the exhaust pipe and silencer, the water tank, 50-gallon lube oil tank and 1600-gallon capacity fuel oil tanks.

The vessel has a capacity of 65,000 lbs. of fish, and has nine deck plates over the fish hold. She is equipped with Hathaway winch and Edson deck pumps.

### To Build Two 87-Footers

Bendon Fishing Co., of Chelsea, Mass., has placed an order with Willis J. Reid & Sons, Winthrop, Mass., for two 87 ft. draggers. The vessels are designed by John G. Alden, and will be powered with 320 hp. Fairbanks-Morse Diesels.

Reid has done major reconditioning jobs on two fishing vessels. The 65 ft. Boston dragger *Acme*, owned by Capt. Thibault, has had her deck and bulwarks raised 18", her engine overhauled and her winch and deck gear rearranged.

The *James M. Burke*, owned by Capt. Silva of Provincetown, has had a section of her stern rebuilt, with new stern post, shaft log and guard, 60% of her planking has been renewed. Her engine and deck gear overhauled and new rigging installed.

The Reid yard recently placed in operation a new 225 ton railway.

### To Survey Chilean Fisheries

**F**OUR employees of the Fish and Wildlife Service arrived in Santiago, Chile, by air recently to begin a one-year intensive study of the marine fishery resources and to make plans for the development of the industry and for the conservation and management of the fishery resources.

## New Bedford Boats Land First Swordfish

**S**WORDFISHING got away to a late start this season with the *Sevenovous*, Capt. Albert Pauline, being the first New Bedford boat to land at Block Island, where she had 13 fish on June 25. Nine swordfish, each averaging 150 to 250 lbs. in weight were landed by the *Idlewild II* at New Bedford on July 3. On July 8 the *Ronald & Dorothy* landed 5 fish.

It is reported that only about 15 boats are swordfishing this year in the New Bedford and Block Island fleet. Other New Bedford boats are the *Grayling*, *Marquette*, *Bethlehem*, *Santina* and *Clara T.*

### Mullins Building Freezer

Capt. Daniel F. Mullins is erecting an ice making and fish freezing and storage plant on the Fairhaven waterfront. It is situated on a newly constructed wharf known as Mullins dock, which has docking space of 290 ft. on one side, and 200 ft. on the other. The building will have dimensions of 116 x 80 ft., and will be 2 stories high, with one section 2½ stories. The plant will have a daily ice making capacity of 60 tons, and at least 600,000 lbs. storage capacity.

### Casey Has Six Draggars To Build

Casey Boat Building Co., Inc., of Fairhaven, has orders for 6 new draggars. They include an 84-footer for Capt. Isaac Norton of Edgartown, to be powered with a 240 Fairbanks-Morse Diesel; a 90-footer for Capt. Elmer Jensen of New Bedford, to be powered with a 330 hp. Enterprise Diesel; a 74-footer for Dr. Joseph Ponte, Jr., to be powered with a 150 Kahlenberg Diesel; a 69-footer for Capt. Cleveland Burns, to be powered with a 180 hp. Fairbanks-Morse Diesel; a 74-footer for Capt. Warren Vincent and George Fisher to be powered with a 155 hp. Atlas; and an 84-footer for Capt. Michael Bendiksen of New Bedford, to be powered with a 250 hp. Enterprise.

The Casey yard has completed repairs on the 80 ft. Gloucester seiner *Antonina*, which sunk in May. It is finishing work on the 91 ft. dragger *Leretha*, which is being reconverted and will fish for Superior Fish, Ltd.

The *Kelbarsam*, Capt. Nick Foley, is being overhauled at Casey's boatyard and repowered with a new Model DCMR844, 120 hp. Buda Diesel, fresh water cooled, turning a 44 x 28 wheel at 450 rpm. and sold by Rapp-Huckins Co.

### Palmer Scott Building Three

The 73 ft. dragger which Palmer Scott Co. was building for the Nonquit Fish Co., Inc., is now owned by Gordon C. Lindberg & Associates of Somerset, Mass. The yard is also building a 73-footer for Elsworth Lathan of Newport, R. I. Both vessels will be powered with a 170 hp. Buda Diesel. Palmer Scott is building a 46 foot dragger on the lines of a Government MTL hull, and this boat will ice down 25,000 lbs. of fish, and will be powered with a 90 hp. Cummins Diesel with 3:1 reduction gear.

### Three Newton Boats Repowered

The 55 ft. former yacht *Intrepid*, Capt. Leo Barrett, has been converted to a dragger at the Palmer Scott boatyard, and has been fitted with several new ribs, new sheathing and new deck house, and has been repowered with a Chrysler Royal engine with 2.5:1 reduction gear.

The 38 ft. *Polly N.*, skippered by Capt. Dana Lang, and *Sea Buddy* are being repowered with Chrysler Crown engines with 2.5:1 reduction gear. The boats are owned by Edward Newton of the Finest Fillet Co. The engines were sold by Walter H. Moreton Corp. and installed by Joseph Ponte.

### "Endeavor" Readied for Drugging

The 48 ft. *Endeavor*, owned by Capt. Dan Mullins, and idle for some time, has been repowered with a new 60 hp. Caterpillar Diesel, and is now being reconditioned and fixed for drugging.



John H. Bryant and Louis LaPointe of the U. S. Coast Guard TR boarding detail checking with Capt. Sheldon S. Kent of the "Nashawena" of New Bedford. The vessel is owned by Capt. Dan Mullins, and powered with a 95 hp. Atlas Diesel.

### "Serafina" Repowered

The *Serafina*, owned by Capt. Daniel Botelho of New Bedford, has been repowered with a 605W, 100 hp. Mack Mariner Diesel, with 3:1 reduction gear and 40 x 25 Columbian propeller, sold by Rapp-Huckins Co., of Boston.

### Rebuilding "Joan" at Provincetown

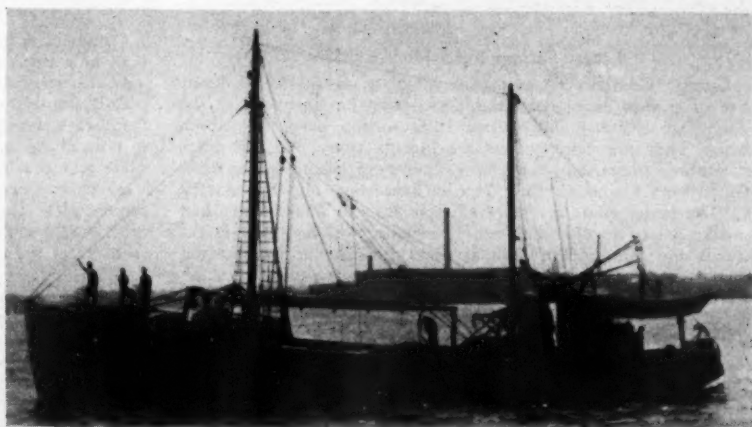
The 40 ft. *Joan*, Capt. John Flores, and powered with a 40 hp. Lathrop engine, is being rebuilt at Provincetown.

### "Queen Mary" Gets New Engine

A new 85 hp. Atlas Diesel has been installed in the 60 ft. *Queen Mary*, owned by Capt. Anthony Russell of Provincetown, who has extensively repaired the vessel's deck and rigged the dragging gear. The engine was installed by Percy Remington of New Bedford.

### Trawler "Chas. M. Fauci, Jr." Launched

The 96 ft. welded steel trawler *Chas. M. Fauci, Jr.*, owned by Chas. M. Fauci and Peter Buschallacci of Boston, was launched by Somerset Shipyards, Inc., Fall River, Mass., July 5. She will be powered with a 320 hp. Fairbanks-Morse Diesel.



The new 87' dragger "Catherine T.", owned by Capt. Stanley Butler of Cotuit, Mass., and Eugene Perry of Nantucket, and skippered by Capt. Tobias Flemming. She is equipped with a 220 hp. 6 cylinder, 9¼ x 14 Wolverine Diesel, Hyde propeller, 8 hp. Lister Diesel auxiliary, Hathaway winch and fish hoist, Edson pumps, Kelvin-White compass, Submarine Signal Fathometer and Shipmate range. She is painted with Pettit products and uses Gulf lubricating oil.

## Texas Looks for Better Fall Shrimping

**S**HRIMPING in the inland salt waters of the Texas Gulf Coast has been disappointing to commercial fishermen since these waters were opened to shrimping March 1.

All of the best shrimping waters in Matagorda Bay have been closed for some time by the Armed Forces. This area is used as a bombing and firing range.

Many small boats, some using bait trawls, have shrimped consistently in Rockport and Corpus Christi bays since opening day, but catches have been small. Catches of more than 400 pounds of medium-sized shrimp have been exceptional, while many trips have been made with no catches.

Inland salt waters, generally, will be closed to all but bait trawls on July 15 and will remain closed until September 1. With large schools of small shrimp showing up along the channel leading into Corpus Christi Bay at Port Aransas, it is believed that Fall shrimping in this area will return to normal.

### Oyster Program Progressing

J. B. Arnold, coastal director of the Texas Game, Fish, and Oyster Commission, reports that considerable progress has been made on the oyster culture program recently made public by the Commission.

One of the oyster barges has been completed and work is in progress on others. Surveys have been made by Gordon Gunter, marine biologist for the Commission, to determine sites for experimental oyster culture.

Paul S. Galtsoff of the U. S. Fish and Wildlife Service will come to Texas in the Fall to assist with the program.

### New Shrimp Trawler Building

The Nelson Boat Works of Corpus Christi, Texas, has laid the keel and has started work on the hull of a trawler and snapper boat scheduled for completion later in the year.

This boat will be approximately 50 feet in length, and will have a beam of 14 feet and a draft of 6 feet. It will be completely equipped with living quarters for a 6-man crew. When shrimp seasons are at their peak, the boat will be used for shrimping. At other times it will engage in snapper fishing.

The Nelson Boat Works built the boat *Neptuna*, which is considered as one of the best snapper boats of its class on the Texas coast.

### Caterpillar Distributor

Howard R. Murphy, Manager of the Merchandise Department, Caterpillar Tractor Co., Peoria, Illinois, has announced that effective July 31, he is resigning to become associated as a principal with W. K. Holt in the "Caterpillar" distributorship in San Antonio and Corpus Christi, Texas. Mr. Murphy joined the "Caterpillar" organization in 1927.

### Larger Shrimp Boats More Efficient

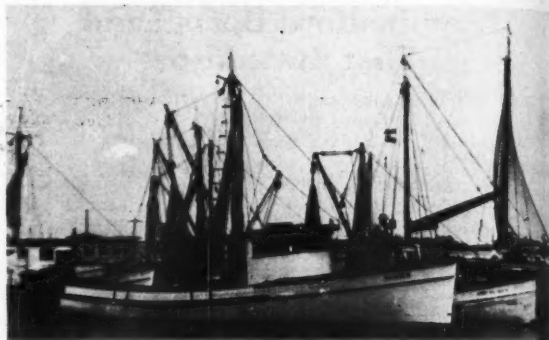
Gordon Gunter, Texas marine biologist, says: "The average size of shrimp boats along the Texas coast has increased in the past several years, and several large shrimp boats have been built. They are more or less the Florida type. We call them the forty fathom, and they have done more fishing in the open Gulf. Very few boats from Florida have come into our waters.

"The larger boats are more efficient for catching shrimp than smaller boats because they fish in rougher weather, pull larger trawls and can therefore fish at times and in places where the smaller boats cannot go. In these days of manpower shortages and increased production costs, they are beneficial to the industry because they are more efficient than the smaller craft.

"Inshore and bay fishing has not decreased in Texas in the last ten years. The average size of the small boats used has increased. This is the general trend.

"The shrimp production for the fiscal years 1936-37 to 1942-43, which are the only years for which we have state collected statistics, have fluctuated between a low 11,568,075 pounds in 1939-40 to a high of 19,022,873 pounds in 1942-43. The average annual production was 14,270,836 pounds for the whole period.

"Neither inshore nor offshore fisheries for shrimp are harmful if properly handled."



*The "Ranger" at Port Isabel, Texas, owned by Capt. W. McNeir of Galveston. The "Ranger" measures 41' x 12' x 3 1/2', and was built in 1942 at Smith Point, Texas, by Chas. M. Nelson from designs by the owner. She is of all cypress construction, except keel of Oregon fir and oak stem. She is powered by a Chrysler 110 marine engine turning a 28 x 26 propeller through a 3.46 x 1 reduction gear.*

## Florida to Have New, Large Refrigerating Plant

**T**O meet a serious situation which has arisen in the wholesale fish business at West Palm Beach, Hudgins Fish Co. is building a big refrigerating and cooling plant. Four months will be required to complete it.

One part of the plant—5,000 cubic feet—will be used for freezing fish. A shark freezer will be installed. Another unit with 20,000 cubic feet will comprise the cold storage unit for fish. In this will be installed an ice making machine which will be used in the seafood business. The new plant will make it possible to handle 200,000 pounds of fish daily and will be the largest plant of its kind in the South, it is said.

### Lobster Season Opens

The season on Florida lobsters or crawfish officially opened June 20, it was announced by Claude F. Lowe and Charles Devall, state conservation officers at Miami. The season had been closed for three months to allow spawning for the crustaceans which are found in South Florida and the Caribbean.

Traps to be used in Dade and Monroe counties must be built of wood. Traps must be two feet high, two feet wide and three feet long. All crawfish taken must weigh one pound to be of legal size.

### Industry Threatened by Closing of Sebastian Inlet

Commercial fishing in the Indian River near Melbourne will soon be a thing of the past unless something is done to reopen the Sebastian Inlet at once, Roy Couch, member of the Sebastian Inlet Commission told the Chamber of Commerce.

Couch stressed the importance of the Inlet to the Melbourne section, citing many logical reasons for its being reopened.

He said that commercial fishing in the Central Indian River area, from Cocoa to Vero Beach, has dropped off nearly 75 percent since the inlet filled up and predicted that fishing concerns would soon give up their operations in this vicinity.

### Strike Ended

The majority of 5,000 Florida commercial fishermen who began a strike June 15 following a controversy over minimum prices resumed operation July 9.

The Gulf Coast District Fishermen's Union (AFL) voted to resume fishing where wholesale dealers either have accepted the union's master contract, or will give a written guarantee that they will pay the union's minimum prices until the National Labor Relations Board has designated the sole bargaining agency for the fishermen in their price disputes.

The union still is at odds with some wholesalers, but M. D. Biggs, union secretary, estimated that at least 75 per cent of the fishermen who had been idle since June 15 would resume operations.



## Louisiana Plans For New Quick-Freezer

THE Louisiana Quick-Freezing and Cold Storage Company has plans drawn and an application in Washington, D. C., now for approval of the erection of a building and installation of quick-freezing equipment. The new addition will be constructed on the vacant lot adjoining the plant on Front Street. Dealers at present must send their shrimp to be quick-frozen in New Orleans, Galveston, Dallas—even as far as Boston. A quick-freezing plant here will be a valuable asset to the seafood industry.

The new brick building, approximately 55' x 38' x 27', will add a storage capacity of 850 tons to the present storage capacity of 250 tons.

With a total storage capacity now of 1100 tons, the La. Quick-Freezing and Cold Storage Company officers announce that they will start almost immediately on the construction of still another addition to the plant to provide ice storage space for 2000 tons more.

### Shrimp Production

The Morgan City, Berwick and Patterson area produced for the first five months of this year a total of 19,900 barrels of shrimp for sale fresh or frozen (not for canning). This is almost as much as the total combined production of the New Orleans-Lower Mississippi River area and the Houma, Chauvin, Dulac area. The former area produced 16,250 barrels and the latter 3,803 barrels.

Production fell off considerably as compared with last year's figures. For the first five months of 1943 the Morgan City, Berwick and Patterson area produced 26,995 barrels.

### Other Species

So far this year the Morgan City, Berwick and Patterson area has produced 2,821 barrels of oysters for purposes other than canning; 300,630 of hard crabs; 38,540 pounds of fresh-cooked crabmeat; 6,820 pounds of other shellfish; 6,820 pounds of salt-water fish; and 196,776 pounds of freshwater fish.

### Maiden Trip for "Guy H."

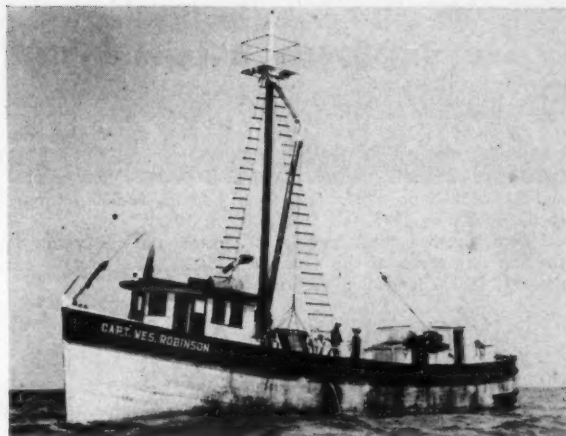
A new boat has made her first trip to the fishing grounds, the *Guy H.*, captained by Floyd Dilsavor. The new 60-foot trawler is owned by J. J. Hebert of Berwick. The boat will hold 200 barrels of shrimp.

### Sponge Boats Returned

Of the 11 sponge boats requisitioned by the War Shipping Administration nearly 2 years ago for Coast Guard use, 6 recently were returned.

Five of those vessels, including the *Apalachicola*, owned by George Mavros; the *Chrisoula*, owned by Peter Fatolitis; the *Saint Nicholas II*, owned by Mike Billiris; the *Evdokia*, owned by Mike Gonatos; and the *Athanasion*, owned by M. Athanasios, rejoined the Tarpon Springs fleet of approximately 70 diving boats about two months ago.

The sixth, the *Panormitis*, purchased by Emmanuel Gonatos, is being reconverted and repaired at the Tampa Heights boat yard.



"Capt. Wes. Robinson" owned by John Santos of Patterson, La., is 70' x 20', powered with a Superior Diesel, turning a Columbian Bronze propeller, and uses Linen Thread Co. twine.

### Riverside Has New Set-up

The Riverside Sales Company of Berwick has been dissolved and two new companies—the Riverside Company in charge of plant operations and The Trawling Company in charge of boat operations—have been organized. Miss Elizabeth Pharr succeeds her brother, the late John Pharr, Jr., as partner to Victor Guarisco and Geo. E. Burgess.

### New Trawlers for Riverside

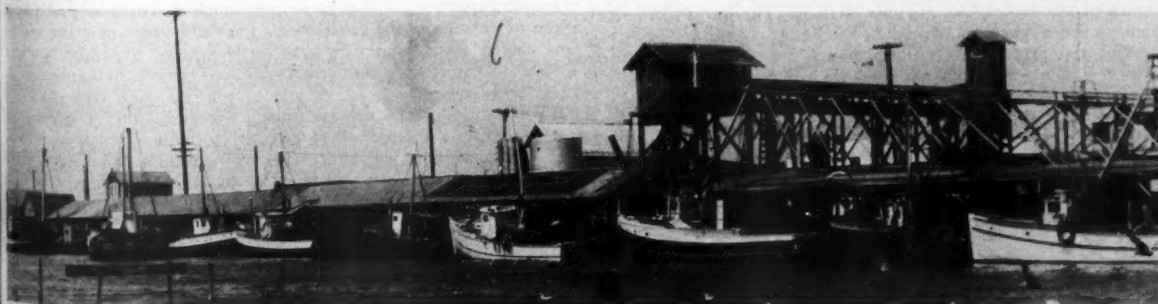
Two new trawlers are about to join the Riverside fleet. They are the *Mutiny* and the *Bounty*, 62 feet long and 18 feet wide, constructed by E. Klonaris and now being fitted with Caterpillar D-13000 engines.

### "Ramos", A Recent Addition

The *Ramos*, which is a high among the Ramos Shrimp Company trawlers is a recent addition to that fleet. A 56-footer built by the St. Augustine Boat Works and powered with a D-13000 Caterpillar Diesel, it came to Patterson via the driveway delivery route, a Florida crew coming as far as Pensacola where the boat was met by Capt. Carlos A. Pinho who took his own crew to Pensacola to bring the boat the rest of the way.

### Some High Boats

Recent high boats included the following from the Morgan City-Berwick area: *Four Sisters*, Morgan City Packing Co., Earl Webster, captain and owner; *Lt. G. O. Broussard*, V. Santos plant, Lewis and Mock, owners; *T. B. Mock*, captain; *Wave*, J. R. Hardee, Jr., captain; *Max Thibodaux*; *Minnie & Clara*, G. L. Palmer, captain; *Ernest Webster*; *40 Fathoms No. 7*, General Seafoods, captain; *C. M. Jenkins*; *Dragonet*, Riverside Co., A. F. Sauls, Jr., captain and owner; *Shearwater*, United Seafood Co., Herbert Pacetti, captain and owner; *Captain Phil*, Brooks Seafood Co., Leroy Smith, captain; *Universal Shrimp Co.*, owner.



Mackerel fleet unloading an early catch at the O. K. Fishermen's Wharf, Ottens Harbor, Wildwood, N. J. The Association has 35 boat-owner members and is headed by Capt. Carl Ekstrom.

## Gloucester Up, Boston Down In Six Months' Production

**T**OTAL landings for the first six months of this year, based on preliminary figures furnished by Fish & Wildlife Service, show a gain of 31% at Gloucester over the corresponding period of 1943, while Boston production dropped 4%. The Boston catch was 77,164,000 compared to 80,263,000 in 1943 and 114,015,000 in 1942. Gloucester had 79,786,000 compared to 60,925,000 in 1943 and 58,649,000 in 1942.

Taken together, total landings at Boston and Gloucester for the first six months of this year were 156,950,000, up 11% over the 141,188,000 landed in the same 1943 period.

## German Sub Attacks Schooner "Lark"

**H**ER hull and rigging raked and severely damaged by shell and machine gun fire, the 115-foot, 22 year-old dory trawler *Lark*, Capt. James L. Abbott, skipper, arrived at the Boston Fish Pier early on June 15, with 107,000 pounds of fish, after a trip of 10 days, during which she experienced a daring attack by a German submarine in the North Atlantic. Her skipper and crew of 26 men had a miraculous escape from death.

The unwarranted attack came in the middle of the night when all but three of the crew were asleep in their bunks. There were really two attacks, the first lasting a half hour and the second, 15 minutes, causing the skipper on the first attack to order all hands to take to the dories.

When the vessel limped back to port there were 9 shell holes in her hull and superstructure. Machine gun bullet holes perforated the hull, rigging, pilot house, superstructure and masts.

## Echo-Sounding

(Continued from page 23)

Fathometer actually then was capable of detecting fish. They told of flashes received on the equipment which did not indicate bottom, were too near the surface to be bottom returning echoes. These "flashes", however, were discounted as being strays and nothing was done about it at the time.

Besides, Submarine Signal was not ready to admit that the extra echoes were above-bottom soundings until tests of their own proved it. When, a few years ago, Submarine Signal researchers were able to record Boston Harbor in sufficient detail to determine extent of seaweed growth on the bottom, they knew they were on the right track.

Again success was brought nearer home when in another test taken at the mouth of the Mississippi during a demonstration for U. S. Army Engineers, it was proved possible to obtain a permanent record on one contour chart of (1) surface of water; (2) depth of fresh water layer; (3) depth of salt water layer just beneath; (4) depth of colloidal slush layer; (5) true bottom of the Mississippi.

Most interesting feature of this exhaustive test was a chart of the sloping line. It corresponded to the surface of contact between layers of water of two different densities—in this case the descending fresh river water, and salt water from the Gulf of Mexico. It was noted that the river water gently overlaid the strata of salt water, did not mix with it. The line of demarcation recorded was pronounced.

This was getting things down pretty fine and the Submarine Signal field representatives proceeded to concentrate on fish swimming in waters above the ocean's wide bottom.

### Test On Purse Seiner "Sewanhaka"

A test of the fish-detecting echo-sounding device was recently conducted aboard the 63-foot purse seiner *Sewanhaka*. This 63 ft. vessel was converted from a schooner to a modern West Coast type seiner by her owners, R. J. Peacock Canning Co., Lubec, Maine. She was repowered with a Chrysler Royal 3:1 reduction gear engine by Walter H. Moreton Corp. and equipped with a 10' x 16' turn table on which a 275 ft. Linen Thread purse seine is carried.

With Capt. Andrew Martin at the wheel, the *Sewanhaka* made an experimental run from Lubec to Machiasport Bay. With the

Fathometer registering 10 fathoms, the vessel entered the Bay. Submarine Signal's representative noticed intermittent flashes on the Fathometer at about 5 fathoms, while bottom soundings continued consistently at 10 to 12 fathoms. These flashes, he reported, were definitely not strays (strays are equivalent to static on radio). Suddenly, he noticed a solid flash coming at 5 fathoms. Bottom continued to sound at 12 fathoms. Never missing a beat, flashes continued at 188 times a minute.

Capt. Martin agreed that they should be approaching fish. He ordered his crew to sound the copper wire and check the Fathometer. At 5 fathoms they detected fish by this old-time method, with the crew members able to "feel" the tugging on the wire when the lead weight dragged through the school of fish, as the vessel proceeded at one knot. Thus the action of the echo-sounding Fathometer was corroborated.

The *Sewanhaka's* speed was then increased beyond the point where the existing method of "feeling" for the fish could be used. At speeds up to 5 and 6 knots, the Fathometer was still consistently spotting the school of herring.

Without changing the sensitivity (control, like volume control on a radio set), and while moving down the Bay into 25 fathoms, they detected a very large school of fish. The school covered a square mile in area and registered 8 fathoms deep.

A second flash was recorded from 11 fathoms indicating perhaps a second and deeper lying school. Puzzled at this, Submarine Signal's man queried Capt. Martin, who told him that other herring schools are suspected of swimming in thick layers several feet under top schools.

Another fact noticed during the Machiasport Bay test was that the width of the redlight flashes appeared proportional to the apparent thickness of the school.

One particular setting of the net was made exclusively with the aid of the Fathometer. With this proof of ability to locate schools of sardines and herring, the Company feels it is on the right track. When the herring left the Bay, the *Sewanhaka* turned to seining mackerel and pollock, and keeping an eye peeled for tuna. The effectiveness of the Fathometer on these fish, too, is being ascertained.

The test cited above indicates actual operation of the echo-sounding equipment. Internal operation of the device is described by Submarine Signal's officials roughly as follows: The Fathometer's transmitting unit sets up a high-frequency sound vibration which is sent to the bottom. This phenomena is compared to the dropping of a stone in water. Ripples travel out in all directions. Sound, traveling in water, acts in a like manner.

When the high-frequency sound beam is generated and sent to bottom, it comes back in the form of an echo. Similar echoes return from everything enroute downward—a school of fish, for example. Both echoes bounce back (at second-separated intervals), and are caught in a receiving unit which transforms them into electrical impulses.

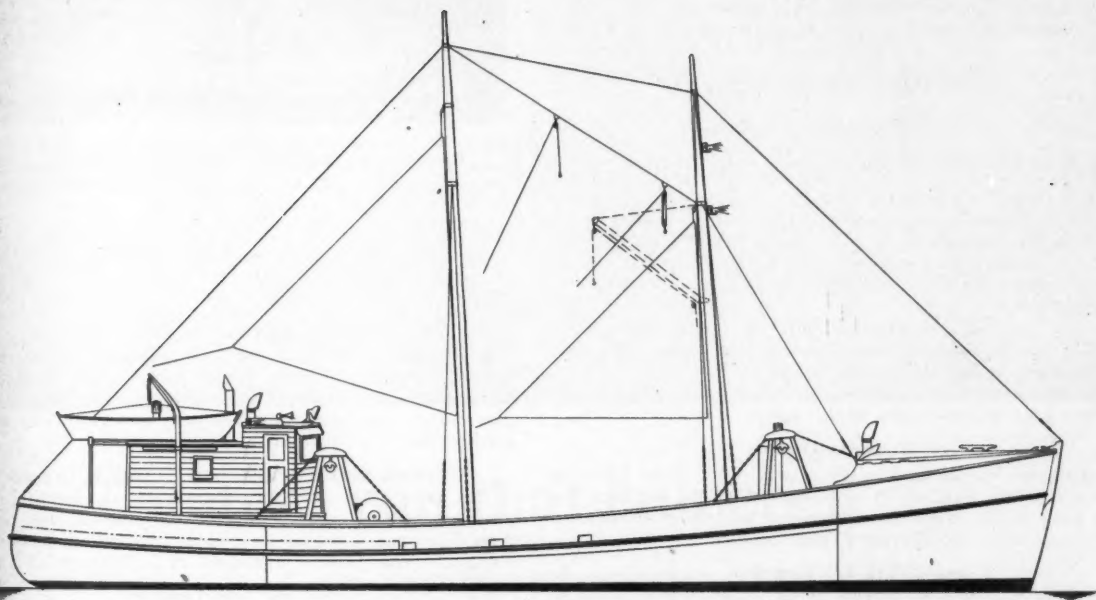
These impulses, amplified, appear on a rotating disc. The resultant built-up voltage serves to flash a neon light at the back of the disc. The operator simply sees a series of flashes opposite a calibrated scale corresponding to the various depths of water. Flashes are about 1/8" wide and 1/4" to 3/4" long.

Energy to run the apparatus is obtained from the ship's electrical power supply. Power is channeled from ship's regular supply into a vacuum tube generator. The generator serves to drive a projector which in turn produces the high-frequency sound waves sent below.

Fathometer-echo-sounding equipment is set in operation by the simple expedient of a push button which automatically connects the power line to the generator. At the same time, another motor is started which rotates the time measuring disc on the Fathometer face. This disc continues to rotate at constant speed while echoes are being registered.

Fathometers are calibrated not in seconds, but in depths of water since it is already known how fast sound travels in water. The time required for one complete revolution of the disc around the dial face would determine the maximum depth which the particular instrument was capable of measuring. If it was calibrated for 130 fathoms, the disc would make one complete revolution in the time it took sound to descend 130 fathoms and get back. If fish were detected in between, two flashes would result, the one showing depth of water, the other depth of fish. One flash might show, for example, a 25 or 30 fathom bottom depth, with fish indicated at 5 to 7 fathoms, as in the testing on the *Sewanhaka*.

## RAILWAY ACCOMMODATIONS FOR ANY SIZE WOODEN FISHING BOAT



**85-foot dragger, designed by Camden for  
Captain Russell Grinnell of New Bedford.**

**We can now take on a limited amount  
of new construction. There are no  
hidden "extras" in a Camden contract.**

# CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

*The Largest Wooden Shipbuilding Yard in New England*



## Maryland Expects More Crabs Later

**C**RABS have been unusually scarce this season. The weather, being cold in April and May, might have been a cause. Prices are higher than ever before. Dealers are paying the shedders, \$3.50 for Jumbos, \$2.50 for Primes, \$2.00 for Mediums. The crabbers received 6½ cents a piece. Hard crabs were \$8.50 a 100 pounds. It is expected there will be an increase in the run of crabs during July, August and September.

### No Demand for Terrapin

Diamond back terrapin, once the headliner of the banquets and dinners of the Maryland aristocrats, and sold as high as \$5.00 a piece, have now fallen so low they can be bought for 25 cents a piece, and no demand for them at that. They never were so plentiful as now.

### Good Haul of Black Drum

A report that a total of 15,000 pounds of black drum were taken from one pound net operated by Byron Harrington, of Taylor's Island, Dorchester county, came from Cambridge.

The catch was made in Chesapeake Bay off Punch Island creek; and Harrington is of the opinion that the haul is a record one from one net. The individual fish ran from 20 to 70 pounds in weight.

### Croakers Advance

Capt. Lee Landon of Crisfield, haul-seiner, caught 150 boxes of croakers in one day's fishing in June.

Croakers have advanced in price during the latter part of June. They advanced from \$1.00 to \$6.50 a box.

### Crabmeat Declines

Crabmeat has declined in price but is still high. Claw, 60 cents a pound; Regular, 75 cents; Special, \$1.25, and Back Fin, De Luxe, \$1.50. While there are not so many crabbers this season, some have sold one day's catch for \$100.

### "Eva T." Burned

The runboat *Eva T.*, owned and operated by Capt. John F. Ward of Crisfield, lying at the wharf of Z. Ward & Co., was burned on Friday night, June 23.

## Virginia Crabbers Doing Well

**A**TEN-DAY gale from the northwest, beginning on the first of June, has somewhat slowed down crabbing in Tangier waters. Very few crabbers ventured out in the storm; and those who did report the muddy condition of the water on the crabbing grounds and the scarcity of crabs, which, they believe, had moved out into deep water.

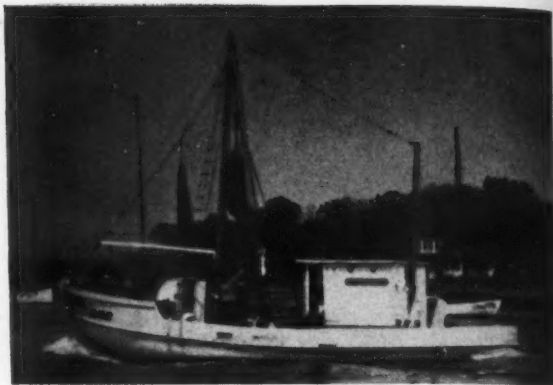
But since the gale crabbing has picked up considerably. According to reports, our crabbers are making good catches. With peelers at 5 cents apiece, jimmies at 6 cents, and hard crabs down to \$5.00 a barrel, they are making from \$60 to \$100 a week.

### Improving the Crab Pot

Originally the crab pot was cubical in shape, 24 inches by 24 inches. They easily turned over when a strong tide was running. To prevent this, our crabbers are reducing the height of the pots



*Drake tail, 47' x 9', owned by Capt. John T. Crockett of Tangier Island, Va.*



*"Eva W.," owned by Capt. L. F. Wainwright, Poquoson, Va., is powered by a Caterpillar Diesel, 196 to 1 ratio and 2 to 1 front power take-off. She has a 32 x 40 propeller and makes a speed of 12 mph.*

to 18 inches and cementing the corners of the base. One crabber says he is going to build a new and better pot—one in the form of a pyramid with the top cut off.

### Fishing Tugs in Tangier Sound

Every summer, about this time, fishing tugs from the fleet in Reedville, Va., are seen in Tangier sound. For the past week 10 of them have been fishing for menhaden in this body of water. You can see them bail from Tangier island. They are making good catches, it is reported.

### Diamond Back Terrapins in the Crabbing Grounds

This summer diamond back terrapins are very plentiful on the Tangier crabbing grounds. Every day crabbers are catching them, from one to six to the crabber, and selling them to the Tangier Terrapin Pound, owned by P. G. Williams of Tangier.

### Norfolk Area Landings

Norfolk area landings during June were 2,202,000 lbs., practically the same as for May and 28% ahead of June 1943. As in May, croakers were the leading variety, accounting for 1,334,000, followed by gray sea trout with 625,000. All fish came from pound nets and were landed on 20 days of the month, with the biggest single day bringing 515,000 lbs.

### Point Judith, R. I. Active

**F**ISHING activity at Point Judith, R. I., has been showing a steady increase. At the present time approximately 40 boats are operating from this port, most of them engaged in flounder dragging. The catch is being shipped by three companies, the Griffin Fish Co., Champlin Fish Market, and Lamorello Bros., who recently opened a filleting department. A few years ago there were only 7 or 8 draggers operating out of Point Judith.

### Whalemen Rescue Whale

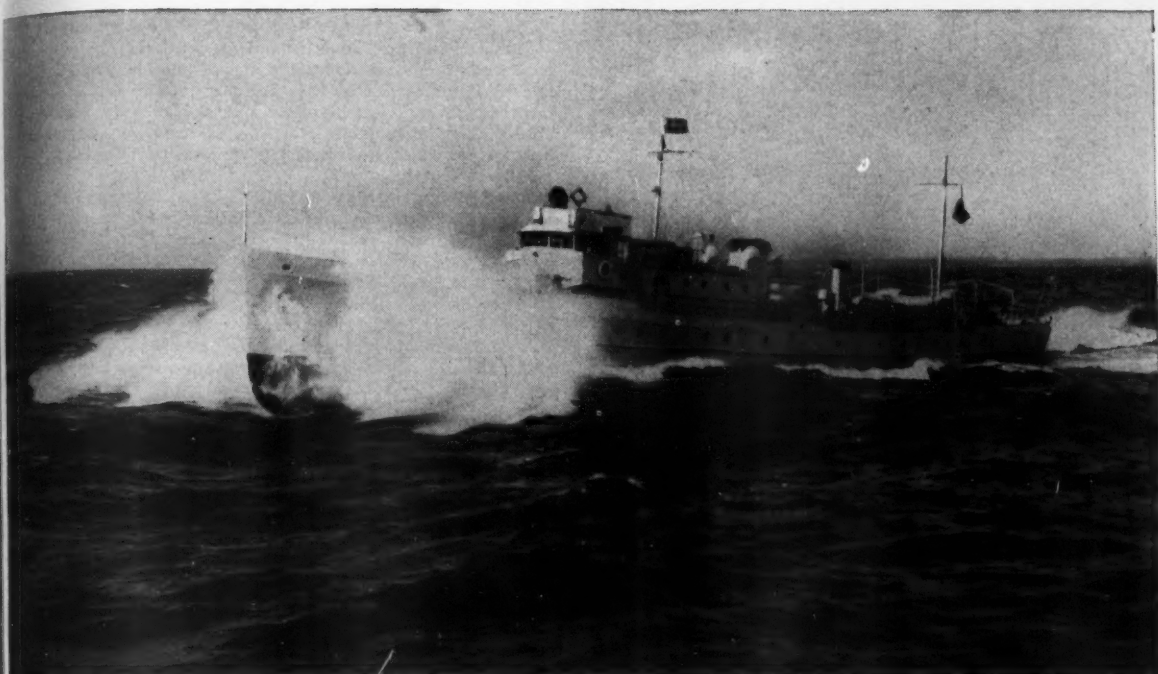
**I**T was on a Sunday afternoon when the cry "Thar she blows" echoed along the Mattituck, Long Island, shore. "Whar away?" sang out Capt. Wick Gildersleeve, a lifelong Peconic Bay-er, in the best manner of the old whaling captains. "Three points sou'-west of my front porch," answered Capt. Ed. Rogers, whose Summer home looks across the placid Peconic. Other seafaring men, including Capt. Arthur Gatehouse and Capt. Sam Piquet, heard the call and gathered along shore.

Not far offshore a whale was swimming around in circles and blowing and spouting. Finally, he got in too far and shortly was almost high and dry in shallow water.

"Shiver my timbers" and "Starb'd your helm" came from the sea captains. "Lower the mizzenmast! We'll shove off."

From somewhere nearby a stout pole was procured and the skippers waded out and succeeded in prying him off the sand bar, and he went steaming away toward Canoe Place Inn.

Those who took part in the rescue described the whale as only about ten feet long and smaller in circumference than a flour barrel.



## The trial run that launched a new steering system

THE PHOTOGRAPH ABOVE was taken in 1932 during the trial runs of the Coast Guard Cutter THETIS.

The 165-foot THETIS was one of 18 such vessels equipped with the then new Sperry Electro-Mechanical Steering System. The 12-year record of the THETIS and her sister ships speaks for itself...

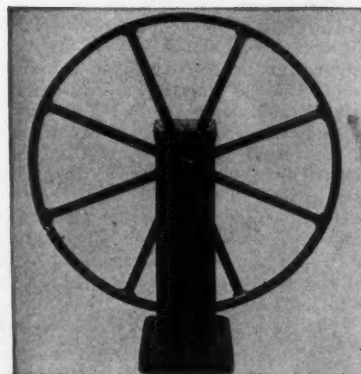
In peacetime, they served on general ocean patrol, Arctic and Alaskan patrol, and many special missions. When war came, these valiant little ships helped to form our first thin line of defense against the Nazi wolf-pack menace lurking along our shores, and gallantly held on until reinforcements were ready.

As a result of the performance of these equipments on the Coast Guard Cutters, the Navy chose the Sperry Electro-Mechanical Steering Systems for

installation on 200 of the first Patrol Vessels which were authorized shortly before Pearl Harbor. Thus, when the emergency arose, this steering device also was tried and proved—ready to go to war. Since 1941, more than 2,000 installations have been made.

Normally, "finger-tip" electric steering is provided. If power should fail, a clutch in the steering stand permits the wheelsman to shift control immediately to manual steering. A rudder indicator shows rudder position in both hand and electrical steering. One or more non-follow-up steering controllers may be located at any place on the ship.

Electro-Mechanical Steering Systems are in use on many craft of the Navy, Coast Guard, Merchant Marine, and Army, and on privately operated tugs, ferryboats, and other craft.



The Sperry Electro-Mechanical Steering System is economical, rugged, and dependable. In the case of 32 installations where careful records were kept, maintenance costs for this equipment averaged only eight dollars per year.

## Sperry Gyroscope Company

INC.

GREAT NECK, NEW YORK • DIVISION OF THE SPERRY CORPORATION

GYROSCOPICS • ELECTRONICS • AUTOMATIC COMPUTATION • SERVO-MECHANISMS



At the recent launching of the 90' dragger "Joseph & Lucia" at Essex, Mass., showing from left to right: Capt. Ben Curcurn, Producers Fish Co.; Lyman James, builder; Mrs. Joseph Brancalone, sponsor; and Capt. Brancalone, skipper-owner. The vessel is now being outfitted at Gloucester, and will be powered with a 250 hp. Atlas Diesel.

## Maine Sardine Packing On Up Grade

UP to July 11 the sardine pack was more than three times that of the corresponding period last year, and with steady fish receipts, bids fair to eclipse all records at the end of the season.

Very good cargoes of large fish for stringing are coming to the Lubec fish stands, and the boneless cod plant of the Booth Company is bringing raw material from as far distant points as Newfoundland and Iceland.

### Increase in Landings of Major Species in April

Fish landings at Maine ports during the month of April dropped 1,250,000 pounds under the March total, according to the monthly report issued by the Sea and Shore Fisheries Department June 21. Weakness in the landings of herring and shrimp accounted for a large percentage of the drop, but the major species such as large cod, haddock, rosefish and lobsters, displayed better than fifty per cent increases over March.

Rosefish landings jumped from 1,020,509 to 2,093,485 pounds. Haddock from 50,405 to 145,334 pounds. Lobster landings upped from 156,719 to 407,247 pounds for April. Although the lobster landings increased, the average price at 35 cents a pound was 18 cents under the March average.

Price decline was general for all of the 33 species of fish listed in the report. Other than the decline in lobster returns the general decrease is attributed to the change over to summer price ceilings of OPA.

Mussel diggers during the month harvested 53,700 bushels for an increase over March of approximately 15,000 bushels at 40 cents. Clam returns dropped 10,000 bushels to 32,000 bushels for the month, the price dropped almost in proportion from \$2.50 to \$1.50 per bushel.

Total poundage for the month was 11,185,022 and was valued at \$38,379,486.

### Lobster Licenses Increase 75 Per Cent

Increase of almost 75 per cent in applications for Maine 1944-45 lobster fishing licenses over those of the past year has been reported.

Already 2,889 have applied for licenses, an increase of 1,133 over the 1943-44 total. Greenleaf said fishermen must have new licenses by July 15.

### Charter Boatmen After Tuna

A former high line fisherman in the sports fishing days, caught 11 tuna on a harpoon and averaged better than \$100 apiece. The first two fish of the season—one of 550 lbs. the other, 350—which were caught out of West Point, brought \$315 on the dock, and were greatly responsible for many of the former charter boatmen going into the commercial branch of the fishery. This kind of financial return leaves little argument for the possibility that these men will return to charter work at \$25 to \$50 per day.

### Maine Seafood Recipe Book

Sturges Dorrance, advertising and merchandising counselor, in consultation with Commissioner Arthur R. Greenleaf and Everett F. Greateon, Executive Secretary of the Maine Development Commission, has worked out a plan for creating and producing an outstanding recipe book, featuring seafood products caught in Maine waters and sold commercially, fresh, canned or frozen.

This book will contain 64 pages with a large number of full color plates of prepared dishes. The plan is to have the recipes be the favorite recipes of Maine women, selected by an outstanding panel of judges.

The book will contain a minimum of 100 "Down East" tested recipes. The Maine Development Commission is offering for the 100 best recipes selected, an incentive payment of \$5.00 for each seafood recipe that appears in the book. The contributors of accepted recipes will also be listed by name, as contributing to the collection.

To attract participation by housewives throughout Maine, the Maine Development Commission has authorized the running of a four column newspaper advertisement in a list of daily Maine newspapers.

With like purpose, five minute spot radio announcements have been arranged for State of Maine radio stations.

### Sample Board of Directors Elects

At the June meeting of the Board of Directors of Frank L. Sample, Jr., Inc., Boothbay Harbor, Maine, Frank L. Sample, Sr. was elected treasurer, and Frank L. Sample, Jr., president.

### "Mary S." Has New Caterpillar

The 52' Mary S., owned by Royal River Packing Corp., Yarmouth, Me., was recently repowered with a new D-13000, 115 hp. Caterpillar Diesel. Skipped by Capt. George Hicks, the vessel has been carrying herring to the Company's cannery since the opening of the sardine season, previous to which she was operated as a dragger.

### Two Large Draggars Ordered

Waldoboro Shipyard, Inc., Waldoboro, have laid the keel of a 100 ft. dragger for Capt. Frank Rose of Gloucester, which will be powered with a 400 hp. Atlas Diesel.

Frank L. Sample, Jr., Inc., Boothbay Harbor, have taken an order for a 105 footer for Capt. Manuel Carrico and United Fisheries Co., of Gloucester, also to be powered with a 400 hp. Atlas Diesel.



The 82 ft. dragger "Moonglo", which was launched July 2 by Waldoboro Shipyard, Inc., Waldoboro, Me., for Northeastern Fishing Co. of Boston; and inset, her skipper, Capt. Malcolm Peterson. The vessel is a sister ship of the Company's "Moonlight", and is equipped with a 200 hp. Fairbanks-Morse Diesel, 56 x 34 Columbian propeller, 8 hp. Deseco Lister Diesel auxiliary set, Edson deck pumps, 32 volt Willard batteries, Submarine Signal Co. Fathometer, Shipmate range, Columbian Rope and Linen Thread nets.



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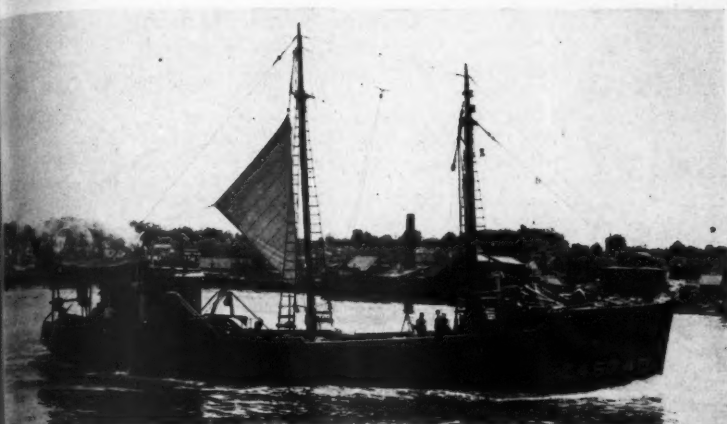
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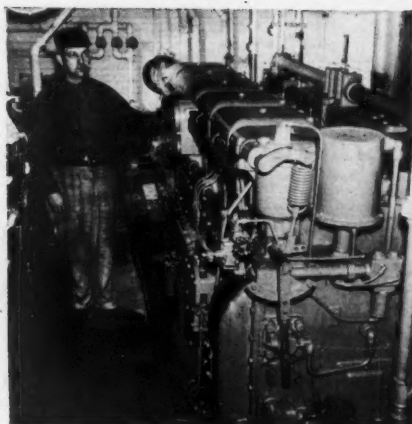
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The new 96 ft. dragger "Theresa R.", operated by New England Southern Trawling Co. of Gloucester, and skippered by Capt. Joseph Neary, which recently landed her maiden trip of 111,000 lbs. At right, the engineer, Frank Muise, and the GN6 260 hp. Cooper-Bessemer Diesel. Other equipment includes Clark Cooper fog horn, Love silencer, Edson deck pumps, Hathaway winch, RCA direction finder, Submarine Signal Fathometer, Kelvin-White compass, Shipmate range, Willard batteries and 8 hp. Deseco Lister-Blackstone Diesel auxiliary.



## Gloucester Mackerel Fleet Landings Show Big Gain

**D**URING the first 2½ months of the mackerel season, the 43 seiners in the Gloucester fleet have hauled for over 19,000,000 lbs. in the 399 trips landed up to the end of June. Despite the fact that since May the fishermen have had an understanding to eliminate deck loads and remain in port 24 to 36 hours between trips, the landings thus far approximate ½ of the entire 1943 catch, with 2/3 of this year's season still ahead. The mackerel are reported to be exceptionally abundant this year, and are running larger than those of last year.

So far this season Gloucester has handled 161 trips with over 9 million lbs., New Bedford has handled 112 trips with 4½ million; Boston, 81 trips with 4 million; Cape May, 39 trips with 1 million; with the 5 remaining trips going to New York and Provincetown.

Last year's high-line seiner, the *Santa Maria*, Capt. Peter Guarrasi is again on top this season, having a production of 1,165,000 lbs. in 20 trips.

Close behind the *Santa Maria* is the *Rosemarie*, Capt. Peter Scolia, who landed 1,065,000 lbs. in 19 trips. The *Mary W.*, Capt. Sam Scolia, who is third high, brought in 973,000 lbs. in 17 trips. Nineteen other seiners had total landings of over one half million pounds.

### Four Vessels To Go Swordfishing

Faced with the lay-over between trips to alleviate the fish glut, four vessels are changing over for swordfishing. They are the large draggers *Lady of Good Voyage*, Capt. Manuel Rocha; *Mildred Silva*, Capt. David Ribeiro; and *Evalina M. Goulart*, Capt. Manuel Goulart; and the seiner *Gertrude DeCosta*, Capt. Joseph Leavitt. Previously it was thought Gloucester would have no sword fishermen this year.

### Good Dragger Trips

On her second trip since being returned by the Navy, the *Theresa M. Boudreau*, Capt. J. Alphonse Boudreau, landed a capacity load of 239,400 lbs. redfish on July 11. The *Marietta & Mary*, Capt. Sam Curcuro, chalked up some fast production when she landed 105,000 lbs. of redfish June 30 after being away from port only 39 hours.

The *Columbia*, Capt. Matthew Sears, hauled for 225,000 lbs. of cod and haddock from a nine-day voyage late in June. Capt. Albino Pereira in the *Wind* brought in 155,000 lbs. from a four-day redfish trip.

### Whiting Sell Below Ceiling

For the first time since price ceilings went into effect, fish in Gloucester were bought below ceiling last month, when the ex-vessel price of whiting was reduced from 4½¢ to 3¾¢, later hitting a low of 2½¢. Reasons for the reduction are reported

to be lack of freezer space, and a reduction in price paid by Boston dealers.

### "Emily Brown" Launched

The 107 ft. dragger *Emily Brown* was launched June 21 by W. A. Robinson Shipyard, Ipswich, Mass., for Capt. Frank Brown of Gloucester. She will be powered with a 400 hp. Atlas Imperial Diesel.

### "Barbara C." Repowered

The *Barbara C.* of Gloucester, owned by N. Palmisano, has been fitted with a new deckhouse and fish hold and repowered with a new Model DCMR844, 120 hp. Buda Diesel with 3:1 reduction gear, which turns a 44 x 28 wheel at 450 rpm. for continuous work. The engine is fresh-water cooled and was sold by Rapp-Huckins Co.

### Captain Elroy Prior

Capt. Elroy Prior, a leading fishing skipper out of Gloucester for 45 years until his retirement 20 years ago, died suddenly on June 22, at the age of 81.

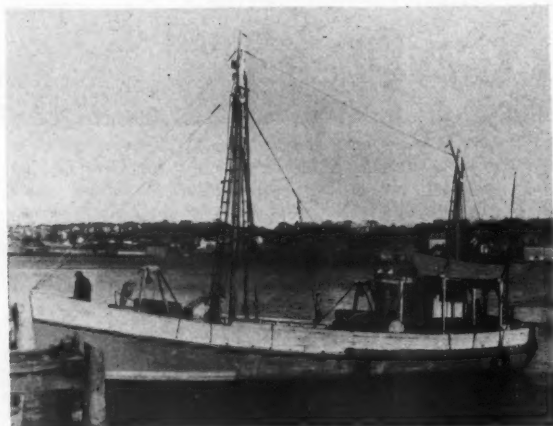
Capt. Prior was what waterfront firms called a "successful skipper" right from the start. He brought home many profitable fares, and every now and then he made a fast passage or a record haul, entitling him to high-line honors.

Capt. Prior was president of the Master Mariners' Association for 3 years beginning in 1937, and was a director of the Gloucester Fishermen's Institute.

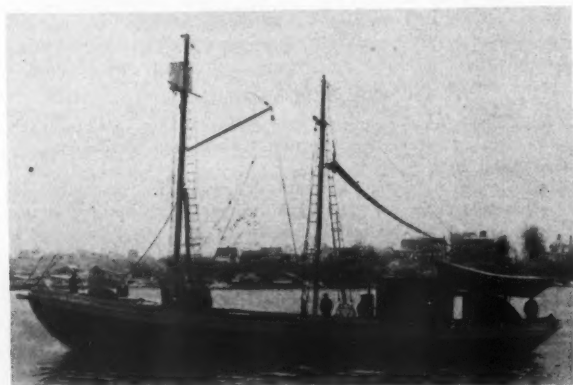


The 35 ft. dragger "Kathy Dick", owned by Capt. Theodore Dykstra of Wakefield, R. I. She is powered with a Model 22, 55 hp. Gray marine Diesel with 2.4:1 reduction gear and 26 x 21, three-blade Federal Mogul propeller, sold by J. H. Westerbeke Corp.

## New and Reconverted Gloucester Vessels WOLVERINE-POWERED



The new 60 ft. dragger "ROSEMARIE V.", owned by Capt. Antonio Vasques of Gloucester, Mass., is powered with a 90-100 hp. 4 cylinder, 8 x 10½ Wolverine Diesel.



The 80 ft. "GENERAL MacARTHUR", owned by Capt. John Sinagra of Gloucester. She was recently returned from Government service, and is powered with a 100 hp. Wolverine Diesel.

Wolverine Diesels are built with ruggedness and simplicity that insure long life and ease of operation and maintenance. They're designed to economically deliver the heavy duty power required in successful fishing.

**Wolverine Motor Works Inc.**  
Union Ave. Bridgeport 2, Conn.

### Oyster Shell Planting

(Continued from page 21)

lightly set shells to 450 on the more heavily set shells.

Just what yield per square inch of shell surface can be obtained by such early transplanting is not yet known. It must be very much higher than the one per square inch which survives under our old plan of leaving the shells on the flats until fall. Scaling off begins within a month after the shells have been transplanted and at a time when there may be several dozen young oysters per square inch.

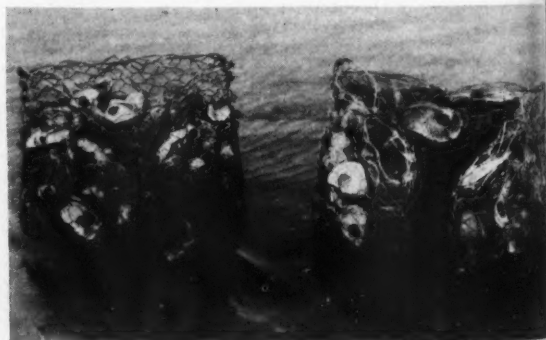
Every biologist will naturally ask; is it wise to save a high percent of a heavy set? Would it not be better to allow competition to kill off the more slowly growing spat, and to plant only the fastest growing survivors. Theoretically this position is sound and the very rapid growth of coon oysters supports this conclusion. Oysters grown from densely set seed should mature for market at least a year earlier than do oysters from spat set widely apart and in which there is no crowding during growth. Practically however, we find in Maurice River Cove a poorer yield from a dense set than from a light one. On several occasions natural beds have been closed for a year to allow seed to thicken up their shells so as to better withstand dredging.

In spite of the selection of faster growing oysters which occurs during this extra year on the natural beds, the resulting plantings have been disappointing. In part this is due to the high percentage of oysters injured in transplanting. In addition, the very thin shells resulting from rapid growth, have made easier attacks by drills. The problem is complicated by the fact that the faster an oyster grows, in general, the thinner its shell and the more vulnerable it is to enemies. Dense set grown in cages clearly demonstrates faster growth, but the practical oyster grower cannot use cages; he must have oyster seed which can survive under conditions which obtain upon an open oyster bed.

There is an additional advantage in moving dense set before any crowding has commenced. All evidence shows that individual oysters differ as much among themselves as do other animals. If conditions on the ground to which the seed is moved differ markedly from the conditions at the place of attachment, then when the transplanted seed begins to grow and crowd, those oysters best adapted to the new surroundings will be the ones which survive. Under our old system of allowing the crowding and elimination to occur at the place of set we obtain a crop of seed oysters which are best adapted to meet conditions at that place. They may not be the ones best adapted to the conditions on new ground to which spat are transplanted.

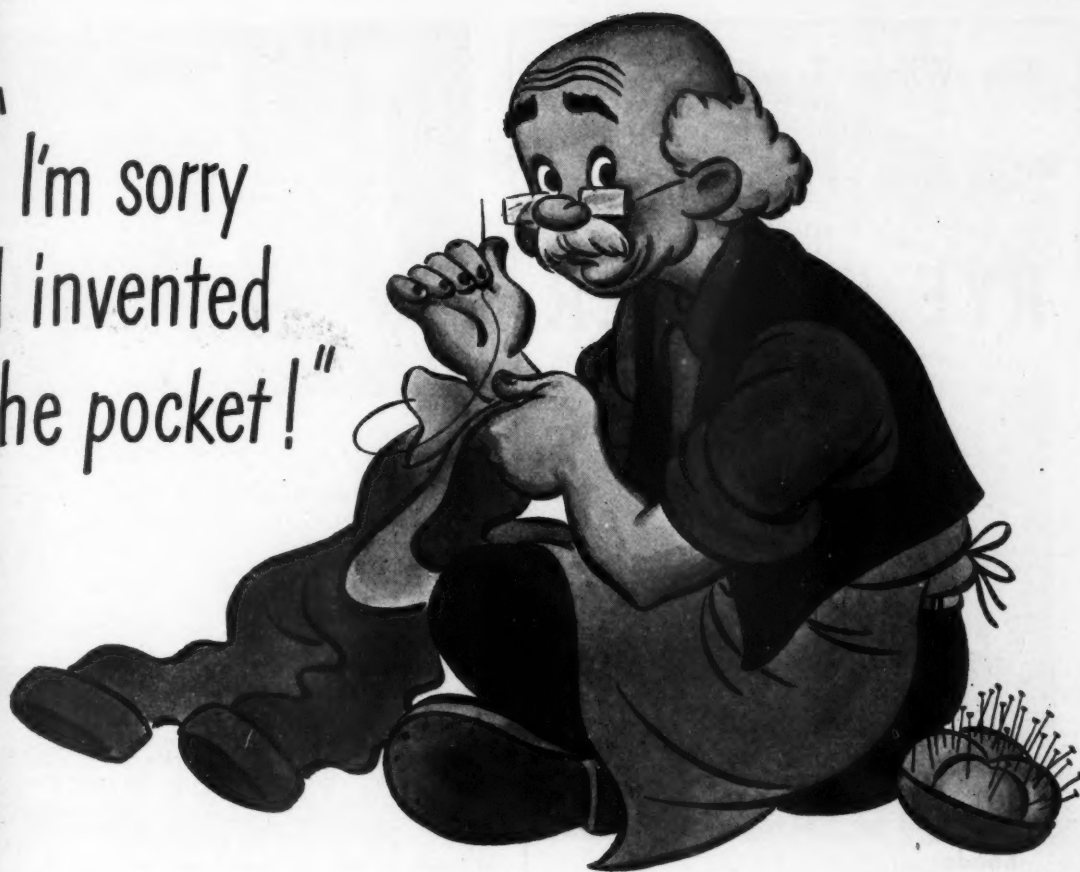
During the first two or three days after they set oyster spat are becoming adjusted to a life of attachment, and are easily killed by low oxygen or other unfavorable conditions. By a week to ten days they are fully adjusted to their new mode of life, hence there is no danger in moving them after two weeks, provided they are kept moist and are protected from the sun.

Finally, where wire baskets are used to hold the shells there is much in favor of early transplanting. First, the shells have gained but little in weight from the growing spat. Second, there are no sharp bills to injure those handling the shells. Third, the baskets are overboard for only two weeks. They acquire no growths and if washed at once in fresh water can be used year after year, thus amortizing their cost over a considerable period. The far greater yield per shell planted will soon pay the cost of the basket.



Bags of oyster shells fastened together in sets of three.

"I'm sorry  
I invented  
the pocket!"



**I**F I HAD KNOWN that some Americans would be using pockets to hold all the extra money they're making these days I never would have invented them.

**POCKETS ARE GOOD** places to keep hands warm.

Pockets are good places to hold keys...and loose change for carfare and newspapers.

But pockets are no place for any kind of money except actual expense

money these days.

The place—the *only* place—for money above living expenses is in War Bonds.

Bonds buy bullets for soldiers.

Bonds buy security for your old age.

Bonds buy education for your kids.  
Bonds buy things you'll need later—that you can't buy now.

Bonds buy peace of mind—knowing that your money is in the fight.

Reach into the pocket I invented. Take out all that extra cash. Invest it in interest-bearing War Bonds.

You'll make me very happy if you do.

You'll be happy too.

**WAR BONDS to Have and to Hold**



ATLANTIC FISHERMAN, Goffstown, N. H.

This is an official U. S. Treasury advertisement—prepared under auspices of Treasury Department and War Advertising Council



The Whole Town Is Talking:

'SPECIALLY

New Bedford and Provincetown

about the New

## RYE DRAGGER



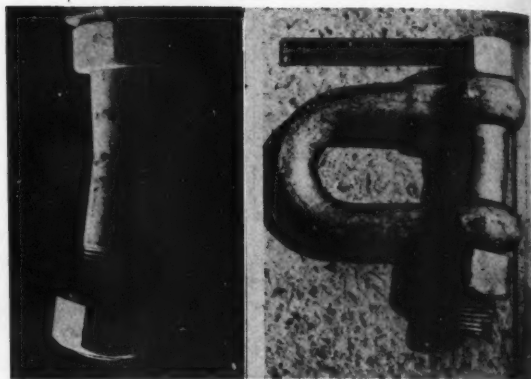
- ◆ Designed for Speed and Large Pay Loads
- ◆ Extra Heavy Construction
- ◆ Ample Space On Deck and Below
- ◆ Main Power Plant and Auxiliary Installations Properly Engineered
- ◆ Electrical Installations Completely Waterproof
- ◆ Prompt Delivery, Ready to Fish

3 MARINE RAILWAYS

**WM. EDGAR JOHN & ASSOCIATES**  
INCORPORATED

SHIPBUILDERS and ENGINEERS

**MILTON POINT RYE NEW YORK**



2½ inch shackle and 2¾ inch pin as damaged in A.B.S. Maritime Commission tests with 3,000 lb. Danforth anchor. A 175,000 lb. surge pull caused damage illustrated.

### Danforth Anchor vs Navy Stockless

TESTS to compare the holding ability of a 3000 lb. Danforth Anchor with a 6000 lb. Navy stockless, conducted recently on San Francisco Bay, demonstrated that the Danforth had from seven to twelve times the holding ability of the Navy stockless. The tests were conducted aboard the War Shipping Administration V-4 tug *Point Cabrillo*, on bottom which consisted of fine, soft gray or black sand. Measurements were made on an electrical stress link, which was developed and operated by experimental officers from the U. S. Naval Depot at Tiburon, Calif.

Both of the anchors were tested using 580 ft. of 1½" diameter plow steel wire cable of which approximately 130 ft. extended from the towing bitts over the stern to water level, giving an effective submerged length of 450 ft.

The 6000 lb. Navy stockless was lowered in 55 ft. of water. The scope was 8.2 to 1. The holding power varied from 10,000 to 15,000 lbs. with an average value of 12,500 lbs.

The 3000 lb. Danforth (actual weight 2930 lbs.) equipped with the modified shank adopted as standard for the large Danforths in June 1943, was lowered with a scope of 7.25 to 1, in the same holding ground.

During the test, a pull of 75,000 lbs. was maintained steadily for ten to fifteen minutes without drag. This was the maximum steady pull possible due to recent overhauling of the *Point Cabrillo* engines. On the next test a surge pull of 175,000 lbs. was recorded. The peak of this pull was estimated at over 200,000 lbs. The strain was so great that some strands in the 1½" steel cable were broken and the pins in a standard 2½" shackle were bent as shown by the accompanying illustration.

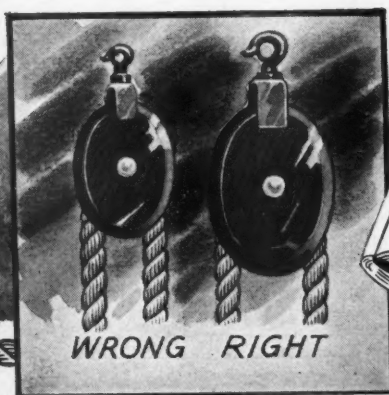
The high holding value of the Danforth is due to large fluke areas and the ability of the anchor to penetrate to firm ground. The small crown section and the long tapering flukes placed close to the shank minimize resistance to burial. The position of the flukes reduces rotational torque. The position of the stock provides stability and assures initial engagement. The pull on the cable digs the Danforth deep into firm holding ground.

### Gloucester Landings for June

(Hailing fares. Figure after name indicates number of trips.)			
Agnes & Myrnie (27)	83,500	Clarence B. Mitchell (1)	8,000
Alden (2)	85,000	Columbia (1)	232,000
Alicia (3)	136,000	Columbo (2)	215,000
Alvan T. Fuller (3)	356,200	Corinthian (2)	230,000
America (1)	20,000	Dirigo I (1)	50,000
American Eagle (3)	116,000	Donald & Johnnie (4)	118,000
Angie & Florence (2)	113,000	Doris F. Amoro (2)	165,000
Anna Guarino (2)	21,500	Edna Fae (27)	72,500
Annie II (2)	32,000	Elizabeth A. (3)	107,000
Ariel (3)	54,500	Eliza Riggs (1)	16,000
Atlantic (3)	215,000	Emily C. (1)	6,000
Austin W. (4)	356,000	Emma Marie (2)	66,000
Balilla (2)	135,000	Enterprise (17)	34,000
Barbara Fae (1)	1,700	Ethel (1)	17,000
Beatrice & Rose (2)	67,000	Ethel S. Huff (2)	42,000
Bonaventure (2)	285,000	Eugene & Rose (2)	62,000
Calista D. Morrill (4)	45,000	Eva M. Martin (8)	82,000
Capt. Drum (3)	116,000	Evelyn G. Sears (3)	181,000
Carlo & Vince (5)	189,000	Frank F. Grinnell (3)	182,000
Caspian (3)	280,000	Frankie & Rose (2)	76,000
Catherine (4)	6,200	Gaetano S. (1)	153,000
Catherine L. Brown (2)	207,000	General MacArthur (2)	105,000
Cayadetta (2)	93,500	Gertrude DeCosta (2)	38,000
Cherokee (2)	170,000	Gerrude E. (5)	20,500

# ROPE

## CONSERVATION NOTEBOOK—



**BE SURE OF YOUR PULLEYS AND BLOCKS** PAGE 5

Be sure when using pulleys that they are in alignment, that the wheels are well oiled and contain no burrs or rough spots to cause undue wear on the rope.

In working with block and tackle, be sure the blocks are the proper size recommended by the rope or block manufacturer, always avoiding blocks that are too small. In fact for the greatest economy — with less wear or strain on the rope — use as large blocks as possible in accordance with directions.

For further information on treatment of rope, write for free booklet "Care and Conservation of Rope."

**NEW BEDFORD CORDAGE CO.**

233 BROADWAY • NEW YORK, N. Y.  
31 St. James Avenue • Boston, Massachusetts  
Mills, New Bedford, Massachusetts

Gloucester (5)  
G. N. Soffron (3)  
Golden Eagle (1)  
Gov. Al Smith (3)  
Grace & Rosalie (2)  
Gunn F. (3)  
Helen M. (2)  
Hla & Joseph II (4)  
Irma Pauline (1)  
Irma Virginia (5)  
Jackie B. (3)  
Jackie B. (Maine) (1)  
Jackson & Arthur (3)  
J. R. Jr. (2)  
Jennie & Julia (3)  
Jennie & Lucia (4)  
Joe D'Ambrosio (2)  
Jeffre (2)  
Jorgina Silveira (3)  
Josephine & Mary (1)  
Josephine P. II (1)  
Killarney (2)  
Lawrence Scola (2)  
Lillian & Anna S. (1)  
Lissa (5)  
Little Joe (7)  
Lorena (5)  
Madeline (1)  
Malolo (3)  
Manchonocho (4)  
Margie & Roy (4)  
Marie & Winifred (3)  
Marietta & Mary (2)  
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Mary & Julia (2)  
Mary Curtis (3)  
Mary E. (3)  
Mary M. (3)  
Mary R. Mullins (1)  
Mary Rose (2)  
Mary W. (5)  
Mayflower (4)  
M. C. Ballard (2)  
Mata & Margaret (2)  
Mildred Silva (3)  
Munhegan (2)  
Muney B. (4)  
Muney F. (3)  
Nomi Bruce (26)  
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Natalie III (2)  
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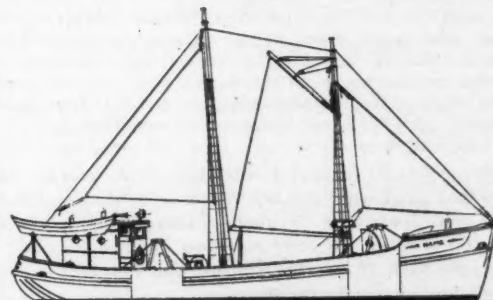
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Ocean Wave (3)  
Old Glory (4)  
Olivia Brown (1)  
Olympia (2)  
Olympia LaRosa (1)  
Paolina (4)  
Pauline M. Boland (5)  
Phyllis A. (6)  
Pollyanna (2)  
Portugal (3)  
Poseidon (2)  
Princess (1)  
P. T. (1)  
Puritan (4)  
Rainbow (3)  
Richard J. Nunan (4)  
Richard J. II (4)  
Robert & Edwin (4)  
Roma II (6)  
Rose & Lucy (5)  
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Rosemarie (Seiner) (4)  
Rosemarie V. (1)  
Rosie & Gracie (2)  
Rosie C. (1)  
Ruth & Margaret (1)  
St. Ann (2)  
St. Anthony (2)  
St. Joseph (5)  
St. Peter (4)  
St. Providenza (7)  
St. Teresa (4)  
Salvatore (3)  
Santa Maria (3)  
Santina D. (1)  
Sea Hawk (2)  
Sea Ranger (2)  
Sea Roamer (2)  
Sebastiana & Figli (2)  
Sebastiana C. (1)  
Serafina N. (5)  
Serafina II (3)  
South Sea (5)  
Superior (2)  
Susie O'Carver (2)  
Theresa M. Boudreau (1)  
Theresa R. (1)  
Thomas D. (2)  
Three Sisters (4)  
Trimembral (3)  
Uncle Guy (3)  
Vince (7)  
Wind (4)

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## FAMOUS CASEY FISHERMEN

### Are Again Available



69-90 ft. Dragners Now Building

New England Distributors for  
**KAHLENBERG HEAVY DUTY DIESELS**

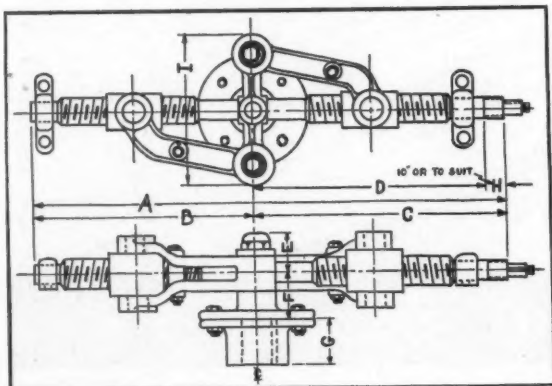
Five Marine Railways Handling up to 500 tons  
Complete Fishermen Repair Service and Engine Parts

**CASEY BOAT BUILDING CO., Inc.**  
FAIRHAVEN, MASS.

Boats with Fine Workmanship and Lasting Quality

# EDSON - METEOR SCREW STEERER

*Provides*  
**Quick - Easy - Positive  
Rudder Control  
FOR "PEARL HARBOR"**



The new 73 ft. New Bedford dragger "Pearl Harbor" built for Capt. John P. Salvatore and Hervey E. Tichon by Bristol Yacht Building Co., So. Bristol, Me., is fitted with Edson modern steering gear.

The installation consists of a combination No. 4 Edson-Meteor Screw Steerer, mounted on a 10" wood rudder post Aft, with universal joints and shaft extension leading forward under pilot house floor. In the pilot house is an Edson bronze bulkhead type sprocket steerer unit, connected to another sprocket on the extension shaft with 1" pitch bronze roller chain. The steering wheel is a 42" Edson model 159-AC. All pilot house equipment is non-magnetic.

With an Edson-Meteor screw steerer, the rudder can be turned easily and quickly. It can be held at any angle without following up. It gives positive motion, evenly, and is balanced all four ways on the rudder post. It clears the deck of steering chains, and provides a completely undercover installation.

**COMPLETE  
STEERING  
EQUIPMENT**



**Wheels-Quadrants  
Chain-Sheaves  
Shock-Absorbers**

**EDSON NON - CHOKABLE BILGE PUMPS**

Hand Operated in Four Sizes

**The EDSON Corporation**

49 D Street

South Boston, Mass.

## New Bedford Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (4)	105,500	J. W. (1)	15,500
Agda (1)	17,000	Kelbarsam (3)	47,000
Alden (1)	55,000	Liberty (2)	25,500
Alice J. Hathaway (3)	198,300	Liboria C. (2)	26,500
Alice May (1)	10,000	Linta (2)	80,000
Alma Belle (4)	69,000	Little David (2)	16,500
Alva (3)	23,000	Little Growler (1)	12,000
Alva & Estelle (1)	33,000	Madame X (2)	16,500
America (2)	67,000	Madeline (3)	26,500
American Eagle (2)	70,000	Malvina B. (1)	14,000
Anastasia E. (1)	25,000	Marie & Eleanor (3)	65,000
Angie & Florence (2)	80,000	Marie & Katherine (4)	105,000
Anna C. Perry (1)	41,000	Marquette (1)	11,000
Anna M. (2)	37,000	Martha E. Murley (3)	80,000
Anna Esther (1)	8,500	Mary Alice (2)	25,500
Ann & Marie (1)	12,000	Mary Grace (1)	42,000
Annie M. Jackson (2)	40,500	Mary J. Landry (2)	62,000
A. P. Andrew (1)	12,000	Mary Tapper (2)	105,000
Arnold (3)	53,500	Mary W. (1)	50,000
Barbara (1)	16,000	Mayflower (1)	13,000
Barbara Tee (1)	4,500	Minnie V. (2)	30,000
Beatrice & Rose (1)	55,000	Mishaum (3)	11,000
Bernice (4)	30,000	Morning Star (2)	14,000
Bethlehem (3)	29,000	Nashawena (3)	17,000
Bethulia (1)	60,000	Natalie III (2)	42,000
Bozo (1)	27,000	Nellie (2)	34,000
Cape Ann (3)	187,500	Neptune (Dragger) (3)	48,000
Capt. Drum (2)	110,000	Neptune (Trawler) (4)	499,000
Carlo & Vince (1)	30,000	New Bedford (2)	143,500
Catherine T. (3)	150,500	Njorth (2)	43,000
Charles E. Beckman (2)	42,000	Noah A. (5)	53,000
Chas. M. Fauci II (1)	12,000	Nobadeer (2)	23,000
Christina J. (1)	42,000	North Star (2)	40,000
Clifton (2)	14,000	Novelty (1)	54,000
Clinton (1)	29,000	Olive Williams (1)	11,000
Connie F. (2)	52,500	Palmer's Island (2)	7,000
Dagny (1)	32,000	Penguin (2)	64,000
Doris (4)	26,000	Polly N. (2)	15,000
Ebenezer (2)	16,000	Poseidon (3)	70,000
E-C (1)	10,500	Priscilla (3)	48,000
Eclipse (4)	32,000	Priscilla (Chilmark) (2)	37,000
Edith (1)	19,000	Quest (1)	4,000
Eleanor (1)	40,000	R. E. Ashley (1)	46,000
Eleanor May (3)	20,000	Richard & Arnold (2)	14,000
Elenore K. (4)	35,000	Rita B. (1)	64,000
Elva (5)	52,500	Ronald & Dorothy (6)	94,000
Elva & Estelle (1)	44,000	Rose Jarvis (1)	94,000
Etta K. (2)	65,000	Rosie & Gracie (3)	94,000
Eunice Lilian (2)	114,500	Roswell P. (3)	31,000
F. J. Manta (3)	50,000	Ruth W. (1)	10,000
Frankie & Rose (2)	93,000	St. Ann (2)	120,000
Fred Henry (2)	34,000	St. Anthony (4)	57,000
Gay Head (1)	16,000	Salvatore (1)	11,000
General MacArthur (1)	30,000	Sankaty Head (2)	22,000
Gertrude DeCosta (1)	30,000	Santa Maria (1)	25,000
Gloria (2)	17,500	Sea Hawk (3)	135,000
Gloucester (1)	65,000	Sea Ranger (3)	110,000
Grayling (4)	33,500	Serafina (5)	41,000
Growler (3)	94,500	Serafina N. (2)	70,000
Hazel Jackson (2)	30,200	Shipmate (4)	14,000
Hazel S. (3)	35,000	Skillogiee (3)	146,000
Heedja (2)	33,000	Stanley B. Butler (3)	272,000
H. M. Jackson (1)	10,000	Superior (1)	31,000
Hope (3)	62,500	The Friars (2)	49,000
Huntington Sanford (2)	64,000	Theresa (1)	11,000
Irene (1)	18,500	Theresa R. (1)	14,000
Ivanhoe (3)	138,000	3 & 1 & 1 (1)	40,000
Jackie B. (1)	25,000	The Sisters (2)	21,000
Janet & Elsie (1)	19,000	Trio (3)	21,000
J. B. Jr. (1)	11,000	Two Brothers (2)	21,000
Jennie & Julia (2)	62,000	Venture (1)	21,000
J. Henry Smith (1)	3,000	Viking (3)	21,000
Joan & Ursula (3)	160,500	Virginia & Joan (3)	21,000
Josephine & Mary (3)	175,500	Wanderer (3)	21,000
Julia K. (1)	14,000	Whaler (2)	120,000
Junior (1)	5,500	Winifred M. (3)	25,000

### Scallop Dragger (Landings in Gallons)

Acushnet (2)	2,100	Jerry & Jimmy (1)	1,000
Agda (1)	800	Louis Thebaud (2)	1,000
Alpar (2)	3,000	Malvina B. (1)	1,000
Antonio (1)	1,500	Mary D'Eon (1)	1,000
Bobby & Harvey (2)	2,400	Muriel & Russell (2)	1,000
Carol & Estelle (2)	3,000	New Dawn (2)	1,000
Catherine & Mary (2)	2,600	Palestine (2)	1,000
Dagny (1)	1,400	Ramona (1)	1,000
Emily H. (1)	500	Shannon (2)	1,000
Four Sisters (2)	3,000	Sunapee (2)	1,000
Friendship (2)	3,000	Viking (2)	1,000
Irene & Mabel (2)	2,900	Winifred Martin (1)	1,000

## Stonington Delivers New Dragger

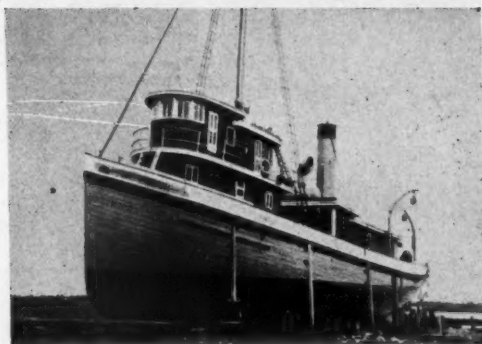
THE 46' x 14' x 5' new dragger *Juliette & Bernard*, built by Stonington Boat Works, Stonington, Conn., has been placed in service by her owner, Capt. John Pont of Stonington.

The vessel has a capacity of 30,000 lbs. of fish, and her pilot house is located forward. She is powered with a Model 605 W. hp. Mack Mariner Diesel, furnished by Rapp-Huckins Co., Boston, which gives a speed of 10 mph. The engine swings 36 x 32 Columbian propeller through a 3:1 reduction gear, and is equipped with a 3:1 Twin Disc reduction power take



# Fishing Skipper Says Danforth Has Greatest Holding Power

## THE ROUGHER THE SEAS THE BETTER IT HELD



### DANFORTHS ON THE INVASION FRONTS

Danforth anchors are used astern on many types of invasion craft to aid landings and haul vessels clear. No other anchor has the holding ability to do this job.

**Buy War Bonds**

*Danforth Anchors distributed through ship chandlers.  
For free folder — write:*

**R. S. DANFORTH • 2121 Allston Way • Berkeley 4, Calif.**

Dear Mr. Danforth:

We are very pleased to report that the 100 lb. Danforth has given highly satisfactory service. On two occasions, our fishing vessel "SEMINOLE," 108 ft. long, 22 ft. beam, 12 ft. draft, heavy construction, was caught in some heavy weather, seas running high and we were compelled to drop anchor, not too far from shore, due to minor engine trouble. The Danforth Anchor was equal to the task. Our captain had been skeptical about the Danforth's holding ability but according to him the "rougher the seas, the better it held," to use his own words.

In conclusion we do not hesitate to say that the Danforth has the greatest holding ability according to its weight of any anchor we ever used.

Very truly yours,

NASSAU FERTILIZER & OIL CO. INC.

(Signed) F. J. Corbett, Manager.

Danforth Anchors fully protected by U. S. and Foreign Patents.



## North Carolina's Enlarged Fleet Has Good Catch

FISHING of all sorts appears to be considerably above normal on the lower North Carolina coast. The fish are in increased size and numbers.

Despite hot weather which generally scatters the fish into small clusters and makes netting difficult, menhaden boats working out from here have been bringing in capacity or near-capacity loads daily.

Shrimp also showed up early in June in numbers sufficient to insure profitable operations.

Both shrimp boats and the larger menhaden craft report heavy runs of bluefish and Spanish mackerel working on the schools of menhaden. The menhaden boats unwittingly take a lot of these when they happen to be feasting on schools of menhaden that are surrounded by the big nets. The blues and menhaden are unusually large for this part of the coast.

### Shrimp Fleet Expanded

In the matter of boats and equipment Brunswick County shrimp fishermen are beginning this season twice as well fixed as they have ever been before. In previous years the maximum number of locally owned craft has been about 70 to 75. This year there will be fully 100 and they are bigger and better ones.

Herman Stanaland, of Shallotte and Dr. L. C. Fergus of Southport have each bought a new boat in Florida, and W. S. Wells of Southport has bought four large trawlers in Florida.

All six of these boats are Diesel-powered and are from 45 to 60 feet in length. Prior to this season only one Diesel-powered trawler has operated from here. The boats are about all weather craft being able to work while others are held in port. In addition, they can range further.

Approximately 20 new boats, all larger than the usual run of shrimpers, have been constructed by boat builders along the coast and are ready for operation. Many other old boats have been completely rebuilt and powered. One local dealer has sold

21 new engines, for new and rebuilt boats, during the past three months.

Six buying houses, the same number as previously, will operate this year: S. W. Davis and Brother of Beaufort; Paul Fodale; W. S. Wells; Wells Brothers; Hardy & Pignot and J. J. Arnold. Davis Brothers usually bring most of their boats from Carteret County.

### Quicker Oyster Opening

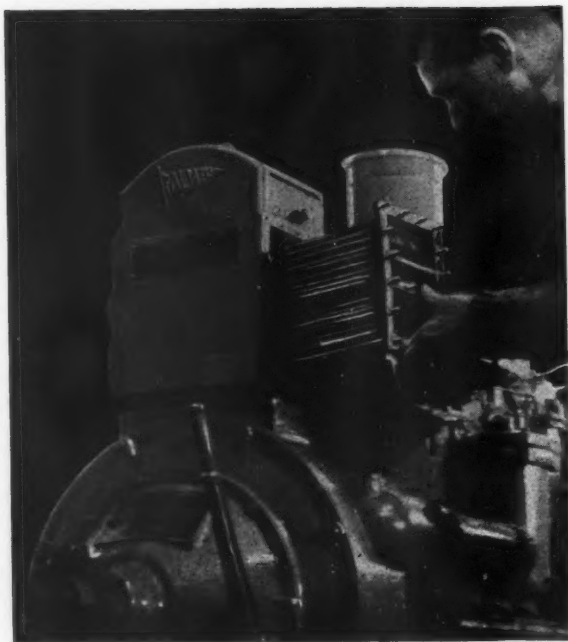
Dr. Herbert F. Prytherch of the Beaufort, N. C. Fisheries Laboratory has made experiments on new methods of opening oysters. He has found that by rolling oysters in a rotating drum, the oysters became thirsty, and when given a drink of carbonic acid opened their shells, thus allowing easy insertion of an oyster knife. Also tested has been a screw conveyor operating under a water spray which automatically cleans the shells and takes off any sharp edges thus making it easier for a shucker to see where to put his knife, as well as preventing injury to the hands in handling the shells.

It is estimated that shucking time and expense could probably be reduced 50 per cent under this new method of opening, and consideration is being given for the establishment of a pilot plant on Chesapeake Bay for a trial of the new method. The introduction of carbonic acid into the shell causes the muscle of the oyster to relax. The acid has the same properties as the fluid in the oyster's shell, and for that reason has no effect on the flavor of the oyster; in fact it has a purifying effect on the product.

### Liskey Designing Fish Boats

THE partnership of Otten, Liskey and Rhodes, naval architects and marine engineers of Washington, D. C., was dissolved on July 1, 1944, and Ernest Liskey, Jr., who bought the interests of the other partners will continue the business under the name of Ernest Liskey and Associates.

At present, the new firm is not only engaged in doing work for the Government and for a number of private concerns, but it is also working on a number of postwar fishing boat designs.

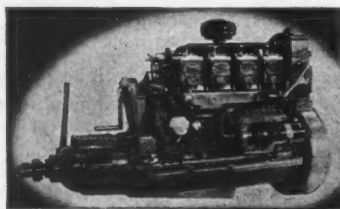


## HAVE YOU EVER BATTLED WITH HEAT EXCHANGERS?

If you have, you know the complications and impossibility of cleaning the average fresh-water system. To be truly satisfactory, a heat exchanger must be designed for the engine rather than adapted from standard production attachments.

This system, designed and built by Palmer, can be cleaned by anyone with ordinary tools in a few minutes. It is rugged, simple, and efficient, typical of the special designing built into the Palmer Diesel by an old-time manufacturer primarily interested in your satisfaction. It would pay you to write for information. Your letters will be promptly answered, even though we are at present engaged in all-out war work.

**PALMER BROS. ENGINES, INC., COS COB, CONN.**



RND 4 cylinder 40 H.P.  
RND 6 cylinder 60 H.P.  
For marine use and stationary



RND 1 cylinder 9 H.P.  
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



# PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

## Shrimp Preserving Process Of Lawrence P. Pitre

**L**AURENCE P. PITRE, formerly of Houma, La. but now in New Orleans comes from the shrimp country. He has devoted many years to a study of this sea food and its preservation with the result that he has discovered a process for the preservation of shrimp, which, he claims, enables them to be kept indefinitely. "Up to now it has been the custom to use salt for the preservation of shrimp," says Mr. Pitre in discussing his process.

In the shrimp preserving process of Mr. Pitre no salt, whatsoever, is used. His process is based on the use of calcium carbonate in its purest form. An analysis of the calcium carbonate used by Mr. Pitre shows the following proportions: Magnesia Oxide, .68%; Calcium Carbonate, 98.80%. It is fine enough to pass through a 350 screen.

The calcium carbonate used in this process of preservation is obtained by Mr. Pitre from oyster shells, of which there is an almost endless supply in Southern Louisiana. Instead of using expensive machinery to reduce the oyster shells to powder form as is generally done, Mr. Pitre worked out a little secret with heat that does the trick. The oyster shells are heated to a certain degree, the degree being Mr. Pitre's secret. When they have reached this degree of heat, water is doused on them which instantly reduces them to a powder, a very fine powder. No machinery of any sort is then needed to crush or powder them. By carefully regulating the degree of heat there is no loss by reduction which frequently happens when shells are reduced by heat processes.

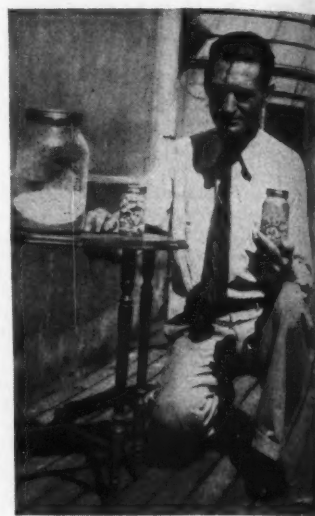
According to Mr. Pitre's process either fresh shrimp or shrimp that have been processed or preserved by the salt method may be preserved with equally satisfactory results.

The Pitre process of shrimp preservation is simplicity itself. All that is done is to put the shrimp in the usual boiler with water and the correct amount of calcium carbonate and cooked for the same length of time used for the salt process. When this has been done they are removed from the water, dried in the usual way. The shrimp are then completely preserved and will keep without spoiling or changing color.

In the case of shrimp that have been preserved with salt by boiling in a salt solution, it is not necessary, according to Mr. Pitre, to reboil. The dried and salted shrimp may be put in an air tight container together with a certain amount of dry calcium carbonate and securely sealed. Nothing further need be done because the presence of the calcium carbonate without any heat will preserve the shrimp.

The Pitre process may also be used for canned shrimp whether canned in tin or glass. Fresh shrimp are boiled in water to which has been added calcium carbonate as before. When they have been processed they are put into either tin or glass containers, capped or sealed and processed as usual. They will be found to be perfectly preserved.

Instead of having a harmful effect on the human body, calcium carbonate is one of the most useful chemicals used in medicine. The body to maintain perfect health needs a certain amount of calcium carbonate. Mr. Pitre, by using shell calcium carbonate uses the most pure form of the chemical. It is well known that the oyster that makes its own shell, purifies the material of which the shell is made by passing it through its own organism.



Lawrence P. Pitre, holding a can of preserved shrimp which has been treated with calcium carbonate shown in the large jar on the table.

## Alabama Plants Oyster Shells

**M**ORE than 50,000 barrels of shells secured from Alabama shucking houses have been replanted on the reefs, according to Game, Fish and Seafoods Chief Graham Hixon and Conservation Director Ben C. Morgan.

To assure an abundance of shell upon which the spawn may set, a heavy planting has been made under the supervision of Chief Enforcement Officer William Bancroft and Chief Inspector Archie Allen. They report that approximately 300 barrels of shells are spread upon each acre of oyster producing waters. The heavy spread of shells was determined as a program after receipt of a report prepared by James B. Engle, aquatic biologist of the Fish and Wildlife Service who made a survey of the area last fall at the request of Alabama's Department of Conservation.

In addition to the re-shelling of the present productive reefs of Mobile Bay and tributaries, three new oyster beds have been created during the planting program. It is expected these will be important additions to the present producing areas.

### New Alabama Laws

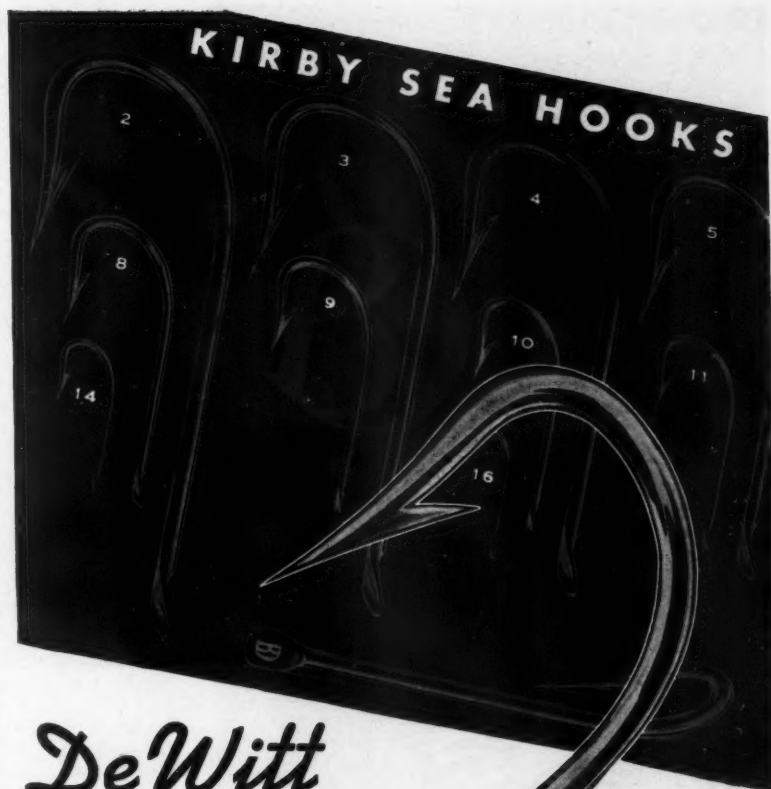
Following are summaries of three recently enacted Alabama State laws: No. 587 authorizes the Department of Conservation to prescribe rules and regulations relating to the size of seines, nets, trawls, and other devices used for the taking of salt water fish or other seafoods. Licenses shall be issued by the judge of probate, the commissioner, or other person not residing at the county seat appointed by the director of conservation. The following license fees shall be paid: \$1 for commercial hook and line fishing, \$5 on each net or seine not more than 200 fathoms in length up to \$40 for such nets or seines over 400 and not over 500 fathoms in length, and \$100 for each purse seine over 500 fathoms in length. Wholesale dealers in salt water fish are required to pay a license in the sum of \$25, retail dealers, \$5. Non-residents shall pay a double license unless a resident of a state having a reciprocal agreement with this state.

No. 588 authorizes reciprocal commercial fishing for residents of other states.

No. 422 imposes three cents tax on every barrel of oysters taken, caught, or removed from the reefs, beds or bottoms of this state and shucked at a port of entry in this state, the shells becoming the property of the state. Oysters similarly taken and shucked at a place other than a port of entry in this state are taxed ten cents per barrel. The owner of any private reef must replant any oyster shells taken by him. Seed oysters may be taken at any time from the public reefs of the state after January first of each year until the closing date for the taking of oysters from year to year.

### Shrimping Ends

Trawling for shrimp in the territorial waters of Alabama, except south of Dauphin Island in the Gulf of Mexico, became illegal June 1. The season will remain closed until such time as the size and quantity of the shrimp justify reopening it.



**DeWitt**  
AMERICAN MADE  
**KIRBY SEA  
FISH HOOKS**

PERHAPS KIRBY Hooks and Kirby Sea Hooks are not used in the section in which you operate; however, they are in wide use throughout the world.

For example, the Kirby Sea Hook is a popular style for waters off Iceland, South America and Africa.

The Kirby Sea Hooks shown here are representative of all DeWitt Hooks. They are carefully made and of uniformly fine quality in all sizes.

Are you acquainted with DeWitt Fish Hooks? Why not find out about them? There are styles to meet every need of the commercial fisherman—for taking fish in every part of the world.

*Let us send you samples and quote prices on the style you use. Give the name of your supply house.*

DeWitt Hooks are in Fishing Kits used by our Armed Forces

*Bill DeWitt Baits Auburn, N. Y.*

DIVISION OF SHOE FORM CO. INC.



## DOCKING



She's coming in. Safe, sound, afloat and on time. Short wave lines of communication will be the life lines of many a peace time fleet.

The marine Radiotelephone as developed by Hallicrafters is a valuable instrument that helps cut down the hazards of work at sea. Because it can keep the boats of a working fleet in touch with each other and the entire fleet in touch with the shore, the Radiotelephone will contribute a great deal to the efficiency, economy and security of every marine operation.



Refined and perfected under the fire of war, Hallicrafters marine radio equipment will reach a new peak of perfection in peace time. When you ship out in peace time you will need a Hallicrafters aboard—and that means the best that can be made.



# hallicrafters RADIO

BUY A WAR BOND TODAY!

THE HALLCRAFTERS COMPANY, MANUFACTURERS OF RADIO AND ELECTRONIC EQUIPMENT, CHICAGO 16, U. S. A.

## Fulton Market Wholesale Prices

Species	June 1-10	June 12-17	June 19-24	June 26-30
Bluefish	.06-.35	.08-.38	.09-.33	.07-.36
Bonito	.05-.12½	.06-.09	.09-.12	.10-.12
Butterfish	.03-.22	.04-.20	.04-.25	.03-.25
Codfish, mkt.	.08-.12½	.08½-.11	.07-.12½	.09-.11
Codfish, stk.	.09-.16	.13½-.16	.12-.16½	.12½-.16
Croakers	.04½-.12	.09-.12½	.06-.12	.06-.09
Dabs	.07-.08	.08-.08	.09¼-.10¼	.. ..
Eels	.04-.20	.04-.20	.05-.20	.. ..
Flounders	.02-.12½	.01½-.12	.02-.12½	.02½-.12½
Fluke	.06-.22	.07-.18	.07-.20	.11-.25
Haddock	.08½-.15	.08½-.11	.09-.12½	.09½-.12½
Hake	.06-.12½	.10-.11½	.08-.10	.07-.09
Halibut	.. ..	.22-.25	.23-.25	.22-.25
Herring	3.50-5.00	5.00-5.00	10.00-12.00	3.00-10.00
Jewfish	.. ..	.. ..	.. ..	.14-.14
King Whiting	.02-.05	.. ..	.. ..	.04-.08
Mackerel	.06-.12	.08-.12	.08-.16	.07-.14
Pollock	.05-.12½	.10¾-.11¼	.05-.12½	.09-.11¾
Pompano	.50-.65	.. ..	.. ..	.. ..
Red Snapper	.25-.35	.. ..	.. ..	.. ..
Scup	.01½-.08	.03-.06	.03½-.07	.03-.05
Sea Bass	.04-.16	.04-.14	.04-.18	.02-.16
Sea Trout, g'y	.04-.25	.04-.25	.03-.35	.04-.25
Shad	.01-.12½	.01-.06	.. ..	.. ..
Sole, g'y	.12-.14	.08-.14	.10-.14	.12-.12
Sole, lem.	.10½-.15	.11-.15	.12-.15	.13-.15
Spanish Mackerel	.06-.06	.08-.10	.. ..	.06-.08
Striped Bass	.22-.35	.23-.30	.24-.30	.30-.35
Tautog	.03-.10	.. ..	.04-.04	.. ..
Tuna	.. ..	.25-.25	.25-.25	.25-.28
Whiting	.01½-.05	.01½-.06	.01½-.06	.02-.05½
Yellowtails	.05-.10	.04-.10	.04-.10	.06½-.10
Clams, hard	2.00-10.00	2.00-10.00	2.00-15.00	2.50-10.00
Clams, soft	4.00-5.50	5.00-5.50	5.00-5.50	5.00-5.50
Conchs	1.50-4.50	2.00-4.00	2.00-4.50	1.00-4.50
Crabmeat	.35-1.50	.75-1.30	.30-1.55	.40-1.60
Crabs, hard	1.50-5.00	2.00-4.00	2.00-4.00	1.50-4.50
Crabs, soft	.75-4.00	2.50-4.00	2.00-4.00	2.00-3.75
Frogs Legs	1.65-1.65	1.60-1.60	1.65-1.65	1.50-1.65
Lobsters	.30-.44	.25-.55	.52-.68	.30-.70
Mussels	1.00-2.25	1.00-2.00	1.75-2.00	1.50-2.00
Shrimp	.20-.45	.28-.38	.20-.38	.25-.38
Squid	.07-.15	.08-.12	.08-.14	.09-.12½

## Council Stimulates Demand for Swellfish

The Fishery Council, through newspapers and radio, urged the public to try swellfish, as an economical treat. The fish had been little known by housewives, but was plentiful and cheap. As a result of being played up by food columnists and commentators, it experienced an appreciable increase in demand.

Crab meat was featured in the *New York Times* and other metropolitan newspapers which have consistently cooperated with the Council in bringing important fish and shellfish news to the public. Other species featured included whitefish, soft shell crabs, salmon and clams.

## General Foods Advances Mercer

Paul O. Mercer, who has been president of the Bluepoints Company of West Sayville, L. I., since 1922, has been placed in charge of all the shellfish plants of General Foods Corp.; including those located in the Bahama Islands, in Florida, Louisiana and Texas. He will direct their operations from 383 Madison Avenue, New York City.

J. Maynard Lednum has been made production manager of the Bluepoints Company, and Joseph B. Glancy has been made manager of the Research and Control Laboratory of the Seafoods Division of General Foods.

## Dragger Launched for Reiter

The fishing boat *Princess*, owned by Capt. August Reiter of Greenport, Long Island, was recently launched at Rye, N. Y. from the shipyard of Wm. Edgar John & Associates, Inc. The new dragger is 63' in length, with a beam of 16' 8", and is powered with a 170 hp. Buda Diesel.

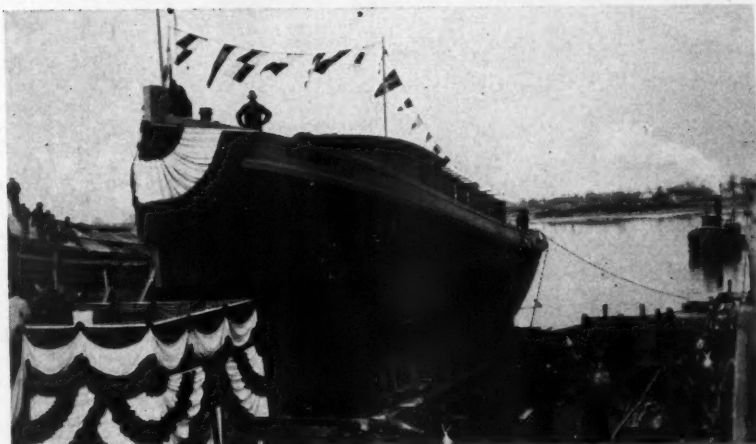
Prices

June 26-30  
.07-.36  
.10-.12  
.03-.25  
.09-.11  
.12 1/2-.16  
.06-.09  
...  
.02 1/2-.12 1/2  
.11-.25  
.09 1/2-.12 1/2  
.07-.09  
.22-.25  
3.00-10.00  
.14-.14  
.04-.08  
.07-.14  
.09-.11 1/2  
...  
.03-.05  
.02-.16  
.04-.25  
...  
.12-.12  
.13-.15  
.06-.08  
.30-.35  
...  
.25-.28  
.02-.05 1/2  
.06 1/2-.10  
2.50-10.00  
5.00-5.50  
1.00-4.50  
.40-1.60  
1.50-4.50  
2.00-3.75  
1.50-1.65  
.30-.70  
1.50-2.00  
.25-.38  
.09-.12 1/2

# DO YOU WANT QUICK DELIVERY ON FISHING VESSELS?



**We Have Built  
85 Large Vessels  
In the Past  
70 Weeks**



CALL OR WRITE

## Northeast Shipbuilding Company

100 River Street

QUINCY, MASS.

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### "Pearl Harbor" Has Many Refinements

(Continued from page 22)

Neville generator, Safety Car heating voltage regulator, 2 DF Deluxe lubricating oil filters, and two Puralator fuel oil filters. There are two sets of 32 volt Willard batteries.

The engine has a Hathaway flexible power take-off, incorporating the latest improvements. A multiple V-belt is connected to a jack shaft from which the winch is operated through a Kinney clutch. A 2-stage Curtis air compressor, 2 kw. Westinghouse generator and 2" Gorman-Rupp self-priming raw water pump are also belt driven from the take-off shaft.

There is an RND1, 9 hp. Palmer Diesel auxiliary unit with a V-belt from the fly wheel end connected to a counter shaft which is V-belted to the niggerhead shaft that extends out either side of the engine room trunk where Kinney clutch deck control levers are located. There is another belt off the fly wheel to a centrifugal bilge and deck pump fitted with a two way valve, as well as a belt driven 2 kw. generator.

The V-belt is of Goodrich make. Both the main and auxiliary engines were furnished by Rapp-Huckins Co. of Boston.

### Dulany Wins "A" Award

THE green Achievement "A" Award flag of the War Food Administration now flies over the John H. Dulany & Son's plant at Exmore, Va., which is devoted to the quick-freezing of fruits, vegetables, seafoods, and poultry.

The Dulany organization has headquarters in Fruitland, Md., where it operates a large canning plant. Though its Exmore plant has previously processed oysters and clams, the plant has established its up-to-date seafood department since the war began. About 45% of its output is supplied to the government to meet war needs, and the award was won by virtue of increased quantity and improved quality of production.

The highest honor WFA can bestow on a food processing plant in wartime, the "A" is comparable to the Army-Navy "E" for industrial plants.

## CUPRINOL—A Non-Toxic Wood Preservative for "Prime"

*at Half the Cost of Paint  
with Ten Times the Advantages*

**Especially Adapted for Fish Holds  
and Pen Boards**

### AQUA-CLEAR

**For Fresh Water Cooling Systems  
and Drinking Tanks**

**Filtration with Deluxe-Commercial-Michiana  
and Nugent Filters**

*Full line of Refill Cartridges, with Service for all  
Leading Filter Manufacturers*

*Luber-Tone for "Sticky" Rings and Valves in Diesels*

*Electrolysis Elimination installations*

*Chemical Descaling of Waterjackets and Condensers*

## HAMILTON ENGINEERING CO.

*Marine Consultants*

**Capt. R. H. MARTIN, Gen. Mgr.**

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## ALL THAT MONEY CAN BUY!

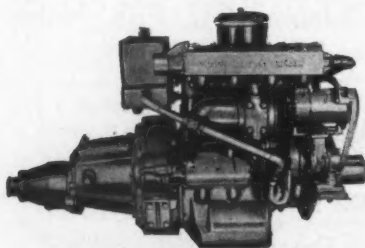
That boat of yours—she's a honey, all right! Such lines! Such accommodations! Short of shipwreck, nothing can change them.

But her engine—that's a horse of another color—and the real answer to joyful or pain-in-the-neck ownership.

How much you paid for it doesn't count. If it doesn't drive her through the water, it's just so much old metal for which the junk dealer will give you so many cents per pound.

Better buy an OSCO—money isn't everything. No one has to explain to you about Ford (gas) or Hercules (diesel) power, economy, dependability and durability.

You can't buy better performance.



OSCO-MARINED Hercules Diesels, 24 hp to 30 hp, 63 hp to 70 hp and 70 hp to 83 hp range in 2 cyl. 4 cyl and 6 cyl models.

OSCO-MARINED Ford Engines, with Circuit-Flo (TMBer) manifold—55 hp to 100 hp range and Conversion Kits for those who want them.

Write for Catalog

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MARINED MOTORS  
FORD (Gas) Engines and  
HERCULES (Diesels) Converted to Marine Use.  
**OSCO MOTORS CORP.**  
2020 E. Orleans St.  
Philadelphia 34,  
Pa.  
Depr.

## Cuprinol Used in Fish Holds

**C**UPRINOL, a preservative for wood, canvas, nets and rope has been found ideal for helping to insure cleanliness in fish holds. The operators of the *Golden Eagle*, one of the high-line Gloucester draggers, recognized the possibilities of Cuprinol as a "prime" coat, and during the recent installation of a new ice house in the boat, used the wood grade of Cuprinol throughout the wood surface of the hold and on the pen boards.

In the hold the Cuprinol was brushed on, while the pen boards were given a quick dip after which the Cuprinol was allowed to run off.

In addition, all rope and nets aboard the vessel have been treated with the net grade of Cuprinol, which insures the maximum preservation. This is particularly desirable on vessels that drag from both sides and have one set of nets constantly exposed to the sun, elements and fish gurry.

Capt. R. H. Martin of the Hamilton Engineering Co., Boston distributor of Cuprinol in the fishing industry, states:

"Those connected in any capacity with construction where wood is used are familiar with wood preservation and the fact that creosote or coal tar products are probably the most efficient preservatives for wood if these various products can be impregnated under pressure and properly applied. However, many of these preservatives are toxic; thus they are barred from close contact with food products. Cuprinol, developed in Denmark, and used extensively throughout termite infested areas of Europe, where it is considered a necessity by Government and marine experts, is non-toxic.

"No ship owner would ever consider sending a vessel to sea without using a copper compound on the vessel's bottom. Here we have the problem of penetrating the surface of wood to a degree that will protect wood from abrasion, action of weather and natural hazards associated with seafaring practices. These conditions, as well as the hazards of using green lumber, bring you to face with the possibility of dry rot. Cuprinol penetrates all cracks and crevices, and finds its way from the surface down along all metal used for fastening, killing the organisms responsible for the beginning of dry rot.

"Cuprinol has proven itself to the satisfaction of most of our naval and civilian marine architects to a point where the use of Cuprinol is a "must" on all marine wood construction where the tropics are concerned. These architects also know the value of Cuprinol for keeping wood in fishing boat ice houses and holds sweet for longer periods of time, because any wood that has been treated with Cuprinol has an actual penetration, whereas paint, especially on green wood, is only as good as the bond that is established upon application. By the same token it is found that Cuprinol, after application, has a slight sticking that is a definite advantage for applying paint."

## Connecticut Oysters Spawn

**O**BSERVATIONS on the condition of oysters in Long Island Sound by Dr. V. L. Loosanoff of the Milford Biological Laboratory showed that spawning started the last week in June. However, the quantity of spawn released up to the second week of July was relatively small. Ripe but unspawned oysters were quite common. On the other hand, several completely spawned individuals were already encountered in the samples examined. Unspawned oysters are continuing to accumulate spawn, and it is apparent that the quantity of spawn developed is quite large. The general situation resembles very closely that observed during the same period of previous years.

The setting of oysters was expected to begin on or about July 17. However, it is thought that because of the quantity of spawn released by the oysters during the early stages of the spawning period, the first set may not be too heavy.

Observations on the condition of starfish indicate that they continue to spawn and many have released almost all spawn.

## Winner of Boy Scout Contest

**S**COUT Edward McCluskey won the Fishery Council's First Annual Boy Scout Fish Cooking Contest, June 29, at the Hotel New Yorker. Scout McCluskey's prize winning recipe on "Weakfish a La Fishery Council" won him a two weeks' vacation at a Boy Scout camp.



## The 86 ft. Dragger "VAGABOND"

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Being Reconverted  
For Fishing  
After Serving  
In the Navy



Other Vessels Having Major Alterations Include the

Boston Dragger "ACME"; Provincetown Dragger "JAMES M. BURKE"; Boston Tug "A. G. PRENTISS"

*Facilities Available Up To 250 Tons*

# WILLIS J. REID & SON

Established 1908

*Conveniently Located in Boston Harbor*

## WINTHROP, MASS.

### Mackerel Fluctuation Studied

A STUDY of the Atlantic mackerel issued by the U. S. Fish and Wildlife Service, and written by O. E. Sette, reveals that although the present yield of the Atlantic Coast mackerel fishery is about 60,000,000 to 80,000,000 pounds annually—of which the United States takes about three-fourths and the Canadian fishery the remainder—the catch has sometimes fallen as low as 13,000,000 pounds. The largest catch ever made was landed in 1884—234,000,000 pounds.

Because of the adverse economic effects of these fluctuations on the fishermen and on the conduct of business in the fish markets, the Fish and Wildlife Service and its predecessor agency, the Bureau of Fisheries, have carried on a biological study to discover why mackerel may be scarce one year and abundant the next, and to find, if possible, a means of managing the fishery to iron out the more extreme changes of abundance.

By towing fine-meshed nets through the surface waters from Chesapeake Bay to Cape Cod, Mr. Sette was able to collect the eggs and larval stages of the mackerel and to discover not only the location of the major spawning areas but the relative survival of the young fish produced in the different years.

In one of the years covered by the survey—1932—only about one young mackerel survived for every 100,000 eggs spawned. Probable causes of this extremely high mortality were several: in that season the microscopic surface lift on which the baby mackerel feed was scarce; also, the usual direction of the prevailing winds was reversed, causing a strong southerly draft of the surface currents and carrying the young mackerel out of the normal nursery area for the species.

Such unfavorable conditions result in very few young being added to the mackerel population. This fact is reflected in poor catches a few years later. When several unfavorable years occur consecutively, the mackerel fishery experiences one of its periodic depressions. On the other hand, when food for the young mackerel is plentiful and wind and water temperatures are suitable, a very large crop of young survives and mackerel again become abundant.

## FISHING EQUIPMENT

for all sizes of  
Draggers and Trawlers

Grimsby  
Fittings and  
Cod Ends

•  
Roebling  
Wire Rope

•  
Wall and  
Plymouth  
Rope

•  
Lobster Pot  
Warp

•  
Trawl Twine  
and Lobster  
Twine



## WESTERBEKE

## FISHING GEAR CO., Inc.

279 Northern Ave.

Boston, Mass.

# EDERER NETS

## Stand the Stress of War-Time Production

Ederer Fish Netting is known throughout the fishing industry for its rugged, long wearing qualities. It has stood the test under all conditions on every fishing ground. That's because Ederer Nets are skillfully manufactured to highest standards, and scientifically designed to fit every fishing requirement.

## R. J. EDERER COMPANY

Home Office: 540 Orleans St. Chicago, Ill.

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## PREFERRED

Fuel Oil Burning  
**MARINE RANGES**  
Operate Easier, More Economically

- Compactly designed—save space, are more accessible.
- Simple to operate—every necessary control, all conveniently located.
- Warm up quicker, cook and bake easier.
- Patented throttle control for variable load demands.
- Come in single and double oven types.
- Equipped with the most modern low-consumption oil-burner obtainable for Diesel oil or lighter—built by Preferred.
- Water backs provide hot water for dish washing.

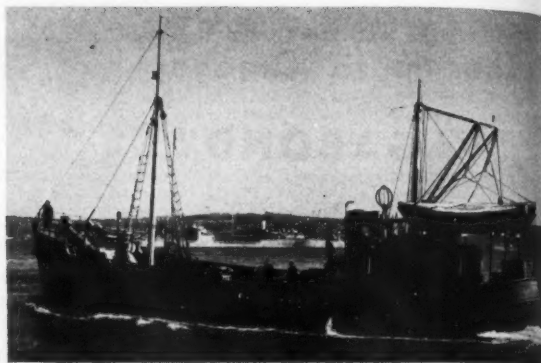
Bulletin 200A giving full information, pictures, sizes, free on request. Also bulletins on Preferred Ovens, Hot Water Heaters, Heating Systems.



**PREFERRED UTILITIES**

MANUFACTURING CORPORATION

1340 Broadway, New York 23, N. Y.



The new 100 ft. dragger "Sea Nymph I", recently placed in service by A. M. Smith & Co., Ltd., of Halifax. She was designed by Eldredge-McInnis, Inc., of Boston, and is equipped with two 120 hp. Cummins Diesels, driving a single propeller through a Twin Disc pinion gear 4:1 reduction transfer box.

## New Brunswick Gets Large Shipments of "Shediacs"

By C. A. Dixon

INTERESTING information regarding the importations into Charlotte County, N. B., of herring caught in the Northumberland Strait district, at the opposite side of the province has been termed by many as a real show of the "carrying coal to Newcastle" proverb. It has officially been revealed by District Supervisor Frank E. Justason of Black's Harbour, N. B., that during the month of May alone when shipments of large herring from Shediac to southern New Brunswick ports and eastern Maine coastal towns assumed major proportions, that no less than 2,386 hogsheads of these fish were bought by Grand Manan, N. B., dealers, for smoking and cutting purposes, and that 559 hogsheads were purchased by Connors Bros., Ltd., of Black's Harbour for canning purposes; thirty hogsheads were also bought by a Chamcook firm in Charlotte County for the manufacturing of sardine paste. Thus, practically 3,000 hogsheads of "Shediacs", as local men call the large herring, brought from the Shediac district found their way into the very heart of what has been Canada's principal production area for herring used for smoking purposes for a hundred years—Grand Manan, New Brunswick, where so far this season dealers have had to import herring from the St. Mary's Bay district in Nova Scotia during the first part of the Summer season.

### Sardine Herring Back to Normal

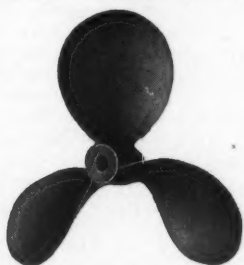
The month of June this year reverted to its regular form as far as production of sardine herring goes in southern New Brunswick, after a few recent years of very unusual production activity. For decades past and until three or four years ago June was always a "dry" month. This year comparatively few sardines have been caught in June but the outlook for July and the anticipated arrival of an "honest-to-goodness" strike during the "August Darks" keeps fishermen going about with a cheerful mien, following one of the best years so far as regards production since the advent of 1944. Signs of fish in outgoing waters and offshore in the bays indicate good fishing this autumn.

The principal production areas are those of Deer Island, Campobello and along the mainland shore of Charlotte County with some fish being caught in St. Andrews Bay on the Pictou Me., shore. It is expected that fishing will continue to improve all July now that herring of larger size are being made available.

### New Modern Cannery at Back Bay

The modern new sardine factory at Back Bay, Charlotte County, N. B., a subsidiary concern of Connors Bros., Ltd., now being operated steadily and forty women packers are at work. The new packing plant is the last word in equipment, cleanliness and method of cooking. The factory presents a most attractive appearance in every detail, and the spotlessly clean and perfectly sanitary rooms from the pickling shed to the

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

**HYDE PROPELLERS**



EFFICIENT . . . RELIABLE  
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

spacious packing-room leaves nothing to be desired. Victor Bradford, Sr., of Black's Harbour is the superintendent. Back Bay is a compact village situated right in the midst of one of Charlotte County's most productive sardine fishing areas and one can stand on the end of the factory wharf and look directly into the mouths of sardine weirs located only a gunshot distance from the place where fish with the flip still in their tails are boated to the factory.

#### Hake Reappear

Following several years of almost complete absence of hake in the waters of the eastern side of Campobello and in other places on the New Brunswick side of the Bay of Fundy, some hake of very good size have been caught this Summer and fishermen say the indications are that more will be made available during July and August if the present "strike" pans out. Pollock fishermen have been getting some fish, but fishermen are puzzled as to what they will do with any slack-salted fish this year which heretofore have been marketed in the New England States. Only small quantities for personal use are admitted into the United States it is said and commercial quantities of salt dried pollock are prohibited.

#### "S" Award to Caterpillar

THE National Safety Council, through John M. Roche, Director of the Industrial Division of the Council, has presented the Special Wartime Award for Distinguished Service to Safety, and a pennant bearing the universal emblem of safety and an "S", to L. B. Neumiller, President, and H. S. Simpson, Safety Engineer, for Caterpillar Tractor Co., Peoria, Illinois.

In 1941 the accident frequency rate showed 21.42 lost-time accidents per million man-hours of work. In 1942 it was reduced nearly 52% to 10.3 such accidents. In 1943 the rate was reduced 56.2% to 4.43, an excellent safety record.

Caterpillar Tractor Co. also has been granted the Army-Navy Production award for the second time. This second award provides a white star to be added to the Caterpillar "E" flag.

**PALMER SCOTT & CO.**

Offers the

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**George J. Brodeur**

on ESTIMATING and  
SUPERVISING REPAIRS

Mr. Brodeur has been servicing  
the Fishing Fleet for 14 Years

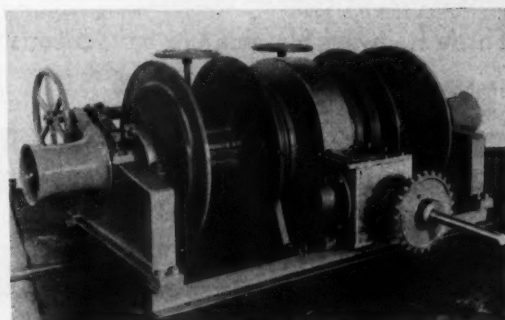
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*Palmer Scott & Co., Inc.*

NEW BEDFORD, MASSACHUSETTS

**HATHAWAY WINCHES**

Catch 'em Fast  
For the High-liners



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Ten Models that meet  
Every Fishing Requirement

**HATHAWAY MACHINERY CO.**

FAIRHAVEN, MASS.

Complete Deck and Underwater Equipment:  
Shafts, Stern Bearings, Stuffing Boxes, Bollards





BETHLEHEM  
STEEL

*Bethanized*  
**TRAWLER ROPE**

*stays on the job LONGER*

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

**when you think WIRE ROPE**

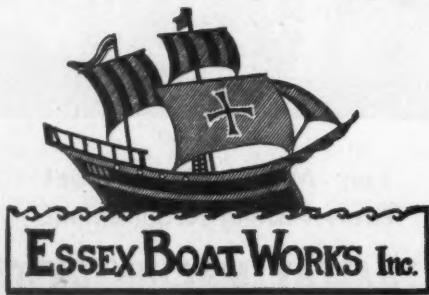
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Large Machine Shop Facilities**

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**ESSEX BOAT WORKS Inc.**

**ESSEX, CONNECTICUT**

Midway Between Boston and New York

Phone or Write for Complete Information

## Vineyard Alongshore Fishing Conditions Favorable

By J. C. Allen

WITH the water warming up early, as it has, we had a hunch that the swordfish might keep pretty well offshore because water can get too warm for these critters, but to date there hasn't been anything doing around here to indicate whether or not we were right. The hail came the third week in June, of the first swords to be landed at Block Island, not many, as we got the dope. They usually strike there first, and it may be that they will run inshore as close as usual.

Luck in the other branches of the industry has been a puzzle—some thing, taking everything full and by. We have said, many times the time, that things run in cycles of varying length and we have predicted the return of "good old days" or something like it. Well, so help us, the way things are stacking up, and have stacked up for the past two to three months, we begin to wonder if we haven't been a heluva lot nearer right than we had guessed. Or, if not, then just what the cockeyed devil is a man to expect.

To begin with, we have never, since we were born, seen conditions so favorable for fishing alongshore. The water is alive with bait of every description, and larger fish chasing it hell to bent, night and day. The striped bass have schooled clean into the potato-patches, and the mackerel, almost as close. The scup, weighing up to four pounds apiece, have been hanging around in shoal water for nearly two months and the tautaug and sea bass bit earlier than usual by near a month.

### Trap Catch Spotty

Now the traps had a fair slant at everything, but the luck has been spotty. While it may well be that they have had a better Spring than usual, it is also true that some days and some weeks the fish just wouldn't trap at all.

It has been so with the scup, and other bottom fish, and it has been the same with the lobsters. One gang of pots has been clean when hauled, and the next one well-filled.

### Dragging Luck Slim

The draggers have had a tough time in spite of all the signs. Inshore, as we have previously reported, the luck has been slim. It is still slim and there is nothing to indicate any change. Natural or artificial causes have affected the fish so that they have left the soft bottom in shoal water. There can be no other answer, as far as it goes.

Yellowtails have been scarce ever since last December, and they are still scarce everywhere. "Fished out," say the oldtimers, and maybe 'tis so. Still, we have never yet seen anything fished out in our own experience, although we have seen various species become devilish scarce in certain bearings.

But to resume, there has been just a couple of little spurts with the blackback flounder inshore, and those petered out too in a very short time. Offshore, the luck has run more to haddock than anything else and the haul has been very good among the deep-legged vessels.

### Hand-Lining Very Successful

But here is the peculiar angle to the whole situation: the thing that makes us wonder about our persistent prediction. While all this has been going on, some handline fishermen have fitted out and shoved off. Their luck on the ledges has been something to drive a netter insane. Two three-men boats, cabin launches, have been running out, maybe fifteen miles and hooking cod. The average haul for the day, and the days are not too long at this time, is half a ton of fish to a man. Now we have handlined cod of our time, when men figured to spend every minute of daylight fishing, and we know cussed well that three thousand pounds of cod, in a day, for a three-man boat is no poor fishing. On the contrary, it sounds darned good to us, especially at this season of the year when such a boat can fish darned near every day. The figures close to a 250 dollar stock per day, and nobody overworked, and no bill for gear either.

Then there are the small boats that fish two men, each with a pair of lines, after the scup and sea-bass. Such boats have fished no more than a single tide on an average, but the catch per boat has run from four to eight hundred pounds a day. This isn't as good as the other, but still it would stock in the neighborhood of twenty dollars a day per man, and again there is only one

# KENYON MARINE INSTRUMENTS

ANEMOMETER  
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The name KENYON stands for quality in marine instruments. Materials are chosen for both suitability and sea-worthiness—resistance to rust, corrosion and immersion—while the recognized precision workmanship of KENYON marine instruments insures long, accurate and trouble-free service.

# KENYON

INSTRUMENT CO., INC.  
Huntington, L. I., New York

If It's KENYON-Made, It's Precision-Built

gas and grub bill, and not too cussed much for gas at, that.

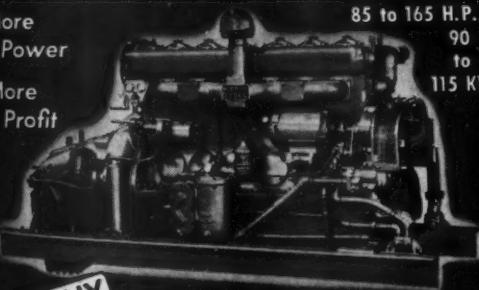
It is bound to make a man do some thinking when it is considered that these handliners are fishing on the ledges altogether. Places where a net can't be used at all, for the most part. That is the sort of fishing that was the rule, forty years ago, and before that, when otter and beam-trawls were unknown. We can't help but wonder if instead of fishing out these waters, the continual hazing of the fish by the draggers hasn't caused them to change their habits to some extent.

## Boston Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Adventure (1)	65,500	Maria del Sacorso (2)	36,900
Alden (2)	95,000	Maristella (2)	227,500
Alphonso (4)	60,000	Mary & Jennie (4)	67,200
America (2)	105,000	Mary W. (2)	130,000
Angie & Florence (1)	35,000	Natalie III (3)	235,000
Annie (5)	87,000	Natalie III (1)	58,000
Annie & Josie (5)	99,100	Newfoundland (2)	118,000
Bettina (2)	127,000	Newton (1)	221,000
Bellow (2)	355,000	Njorth (1)	17,000
Boston (1)	105,100	North Star (2)	122,000
Breaker (3)	618,500	Olympia LaRosa (1)	19,100
Breeze (1)	108,500	Plymouth (4)	650,600
Brookline (3)	444,600	Providenza (6)	33,500
Cambridge (4)	673,400	Quincy (3)	409,700
Capt. Drum (1)	45,000	R. Eugene Ashley (1)	72,000
Carmela Maria (4)	19,200	Roma (2)	26,500
Casco (6)	228,000	Roma II (1)	6,500
Catherine B. (6)	24,000	Rose & Lucy (1)	65,000
Cember (3)	461,300	Rosemarie (3)	215,000
Cormorant (1)	300,000	Rosie & Gracie (3)	130,000
Dorchester (4)	573,800	St. Ann (1)	65,000
Ethel (4)	55,900	St. Michelangelo (5)	18,800
Eva II (6)	85,900	Salvator (3)	58,000
Fabia (2)	254,500	San Antonio (5)	19,100
Fannie F. Hickey (1)	17,000	Santa Maria (2)	125,000
Flow (2)	314,000	Sarah M. (1)	5,100
Frances C. Denehy (2)	85,400	Savoia (3)	13,700
Frank F. Grinnell (1)	65,000	Sea (1)	72,300
Frankie & Rose (1)	68,000	Serafina N. (1)	60,000
General MacArthur (1)	32,000	Serafina II (4)	201,000
Gertrude DeCosta (3)	195,000	Shamrock (2)	97,500
Gertrude Parker (3)	133,500	Spray (3)	433,000
Jackie B. (2)	97,000	Squantum (3)	124,300
J. B. Junior II (4)	84,200	Superior (3)	160,000
Josie M. (1)	15,100	Theresa R. (1)	130,400
Lark (Line Trawler) (2)	213,000	Thomas Whalen (4)	467,700
Lark (Otter Trawler) (2)	367,000	Two Pals (4)	78,500
Leonarda (2)	34,200	Vandal (3)	231,500
Maine (3)	492,800	Wm. J. O'Brien (3)	471,700
Mao II (1)	14,800	Winthrop (4)	510,200

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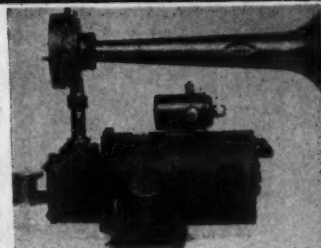
## HORNS-WHISTLES

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Signal

Defense against Every  
Emergency—the Fisher-  
man's Sentinel — Pro-  
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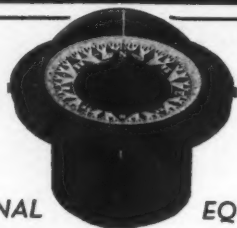
Electro-Phonic Powerful  
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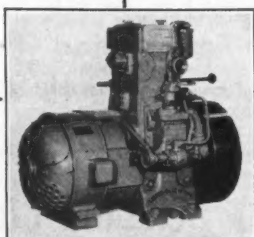
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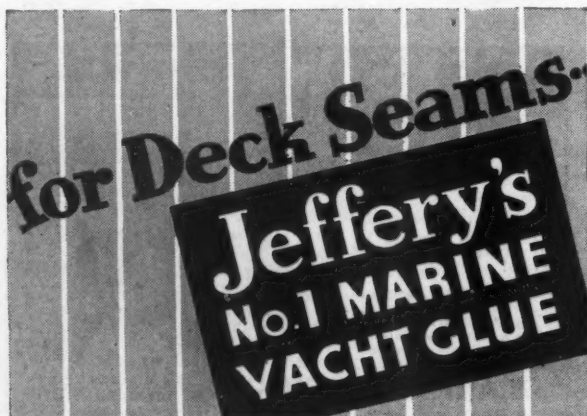
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### Fishes of the Middle West

**A** NEW publication "Fishes of the Middle West", by Rachel L. Carson, Aquatic Biologist, of the Fish & Wildlife Service, has recently become available. It has been written to acquaint the people of the Middle West with their native food fishes as individual species differing in their food qualities, their adaptability to various methods of preparation, and their seasons of availability.

### Atlas Sales Office In Frisco

**T**HE Atlas Imperial Diesel Engine Co., Oakland, Calif., announces the removal of the sales organization from the Oakland factory, and the opening of a new Western division regional sales office and showroom at 102 New Montgomery Street, San Francisco 5, Calif., under the direction of William M. Griffith, sales manager, assisted by Archie C. Fries, sales engineer.

### Michigan Wheel Award Renewed

**T**HE Michigan Wheel Company, Grand Rapids, Mich., has earned a renewal of their Army-Navy "E" award and will have a new flag with one star affixed. The men and women of Plants No. 1 and 2 achieved this honor by continuing their production in such volume as to justify this renewal of their award.

### New Enterprise Diesel Catalog

**T**HE Enterprise Engine & Foundry Company, San Francisco, has just issued their 1944 Marine Diesel Engine Catalog No. 173, containing 20 pages of text, and illustrations of the company's Diesel engines which range from 225 hp. to 2100 hp. Many new features are incorporated in the catalog including an article on the advantages of supercharging and Turbocharging.

Enterprise Diesels are classified in three main divisions with all the engines in each division employing the same essential cylinder sizes. The largest class is the "Q" group made in both 6 and 8 cylinder models with 16" pistons and 20" stroke. These are low speed, medium duty engines with horsepower output ranging from 500 hp. to 2100 hp. at speeds varying from 200 rpm. to 420 rpm.

The Enterprise "G" engines, also made in 6 and 8 cylinder models, employ 12" pistons with 15" stroke. These engines have all the heavy duty features of the "Q" and are built with power ranges from 300 to 1350 hp. in the lower end of the medium speed bracket. The Enterprise "X" Diesels are the smallest in the line and are all 6 cylinders, 10½" x 12". They are also medium speed engines developing from 225 hp. to 675 hp.

#### New Enterprise Office in Boston

Enterprise Engine Co., Inc., of New York City, subsidiary of Enterprise Engine & Foundry Co., has opened a Boston office at 10 High Street, which will be in charge of J. Neil Brophy, New England Enterprise representative.

### Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market



# Where-to-Buy Directory

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

## ANCHORS

\*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

## ANCHOR-GRAPNELS

\*Chas. D. Briddell, Inc., Crisfield, Md.

## BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.  
Willard Storage Battery Co., Cleveland, Ohio.

## BILGE PUMPS

\*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

## CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLAM KNIVES, TONGS, RAKES

\*Chas. D. Briddell, Inc., Crisfield, Md.

## COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

## CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

## CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

## DEPTH FINDERS

\*Submarine Signal Co., 160 State St., Boston, Mass.  
\*Bludworth Marine, 100 Gold St., New York 7, N. Y.

## DIESEL AUXILIARY SETS

\*Lester-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.  
\*John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

## ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.  
General Electric Co., Schenectady, N. Y.

## ENGINE MANUFACTURERS

\*Admiral Diesel Engine Co., 115 Broad St., New York, N. Y.  
\*The Buda Co., Harvey, Ill.  
\*Caterpillar Tractor Co., Peoria, Ill.  
\*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.  
\*Cooper-Bessemer Corp., Mount Vernon, O.  
\*Cummins Engine Co., Columbus, Ind.  
\*Fairbanks, Morse & Co., Chicago, Ill.  
\*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
\*The Lathrop Engine Co., Mystic, Conn.  
\*Lester-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.  
\*Mack Mfg. Corp., Empire State Building, New York 1, N. Y.  
\*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.  
\*The National Supply Co., Superior Diesels, Springfield, Ohio.  
\*Oco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.  
\*Palmer Bros. Engines, Inc., Cos Cob, Conn.  
\*Red Wing Motor Co., Red Wing, Minnesota.  
\*Volverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.  
\*Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

## Ford Conversions and Parts

\*Oco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

## Gasoline Engines

\*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

## ENGINE DEALERS

Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.  
\*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

## EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

## EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.  
\*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

## FISHING GEAR

\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FISH SCALERS

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N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

## FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## FOG HORNS

\*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.  
L. D. Lothrop Sons, Gloucester, Mass.

## GASKETS

Fitzgerald Mfg. Co., Torrington, Conn.

## GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

## GLUE

\*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

## HOOKS, FISH

\*Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.  
\*Pfueger: Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## ICE PICKS

\*Chas. D. Briddell, Inc., Crisfield, Md.

## MARINE HARDWARE

\*Perkins Marine Lamp & Hardware Corp., 1943 Pitkin Ave., Brooklyn, N. Y.

## NAUTICAL INSTRUMENTS

\*Kelvin-White Co., 90 State St., Boston, Mass.  
\*Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

## NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.  
\*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.  
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.  
\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.  
A. M. Starr Net Co., East Hampton, Conn.

## OIL FILTERS

Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.  
\*Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

## OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

## OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

## OYSTER KNIVES, TONGS

\*Chas. D. Briddell, Inc., Crisfield, Md.

## PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

## PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.  
Pettit Paint Co., Belleville, N. J.

## PLYWOOD

Harbor Plywood Corp., Hoquiam, Washington

## PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.  
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.  
\*Hyde Windlass Co., Bath, Me.  
\*Michigan Wheel Corp., Grand Rapids, Mich.

## RADIO DIRECTION FINDERS

\*Bludworth Marine, 100 Gold St., New York 7, N. Y.

## RADIO TELEPHONES

\*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.  
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

## RANGES

\*Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.  
"Shipmate": Stamford Foundry Co., Stamford, Conn.

## REVERSE AND REDUCTION GEARS

Snow-Nabstedt Gear Corp., 25 Fox St., New Haven, Conn.  
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

## RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

## RUBBER CLOTHING

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

## SEAFOOD TOOLS

\*Chas. D. Briddell, Inc., Crisfield, Md.

## SHIPBUILDERS, BOATYARDS

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.  
\*Bristol Yacht Building Co., South Bristol, Me.  
\*Camden Shipbuilding & Marine Railway Co., Camden, Me.  
\*Casey Boat Building Co., Inc., Fairhaven, Mass.  
\*Defoe Shipbuilding Co., Bay City, Michigan  
\*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.  
\*Essex Boat Works, Inc., Essex, Conn.  
\*Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.  
\*North American Motor Marine, Inc., 610 Fifth Ave., New York 20, N. Y.  
\*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.  
\*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.  
Reed Brothers, Boothbay Harbor, Me.  
\*Willis J. Reid & Son, Winthrop 52, Mass.  
\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.  
Waldoboro Shipyard, Inc., Waldoboro, Maine  
\*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

## STEERING GEAR

\*The Edson Corp., 49-51 D St., South Boston, Mass.  
\*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

## STERN BEARINGS

\*Hathaway Machinery Co., New Bedford, Mass.

## TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 211 Northern Ave., Boston 10, Mass.  
\*Hathaway Machinery Co., New Bedford, Mass.  
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

## VENTILATORS

\*G. C. Breidert Co., 634 S. Spring St., Los Angeles 14, Calif.

## WIRE ROPE

\*Bethlehem Steel Co., Bethlehem, Pa.

**COLLEY-MAIER, INC.***Naval Architects and Marine Engineers*

92 State Street  
 Boston 9, Mass. Lafayette 5335  
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**ELDREDGE - McINNIS, Inc.***NAVAL ARCHITECTS  
And MARINE ENGINEERS*

131 State Street Telephone HUBbard 2910  
 BOSTON 9, MASS.

**MAIERFORM OF AMERICA, INC.***Hull Designs for Seagoing Vessels*

25 West 43rd Street  
 New York 18, N. Y. Bryant 9-8675  
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**Best Wishes for Good Fishing  
 From a Designer  
 Of Fishing Boats**

**MARINE BARGAINS**

Dragger: 67' B.P. x 19.3' x 6.6', built 1943, 154 hp. Buda Diesel, 3 to 1 Red. Gear. Full Equipment—Ice 85,000 lbs. fish. In commission. Party or work boat: 40' x 10' x 3.6', Palmer engine; quarters for four. Long cockpit—working mast, in commission. Rebuilt Diesel engines: 110 hp. Bessemer—150 hp. Standard—100 hp. Waukesha—70 hp. Wolverine—450 hp. Standard with prop. outfit and all aux.—180 hp. F.M. Model 35 8¾, new 1944. Gasoline engines: 35 hp. Kermath—Hall-Scott Navigator 100 hp., 3 to 1 Red. Gear. 65 hp. Kermath—150 hp. Lathrop Mystic, 107 hp. Lathrop Model LH6, 2 to 1 Red. Gear, power take-off, like new, and many others; write us as to your requirements. Knox Marine Exchange, Camden, Maine.

**Atlas Engines**

New four cylinder Atlas, 6½ x 8½, 60 hp. @ 600 rpm., for immediate delivery with full equipment. Also 4 cylinder, 70 hp. @ 400 rpm. rebuilt Atlas. P. F. Remington, Atlas Dealer, 217 Lexington Ave., Providence, R. I.

**Filleting Machine**

Inventor would like to contact a producer who would be interested in a machine for filleting red fish or similar fish. Saves 75% of labor cost and recovery saving of 3.25%. Address Box "M", Atlantic Fisherman, Goffstown, New Hampshire.

**Marine Engines for Sale**

2 Lathrop, Mystic model, 100; all ready to install now. Many Diesel engines, new and rebuilt, guaranteed, from 10 hp. up to 2500 hp. Send us your inquiry and information, and we will be pleased to quote prices. General Diesel Sales Corp., Wolf Avenue, Chambersburg, Pa.

**When You Ship FISH, LOBSTERS  
 or SCALLOPS to the Boston Market  
 FOR BEST RESULTS SHIP TO  
 R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years  
 17 Administration Building Fish Pier, Boston, Mass.

**CONSIGNMENTS SOLICITED FOR  
 Fish, Hard and Soft Crabs, Crab Meat  
 Frogs Legs, Shrimp and Snappers**

**WM. M. McCLAIN***Wholesale Dealer and Commission Merchant*

231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

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